

92

MIED ProSe 1 (Rev 5/16) Complaint for a Civil Case

IN THE UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF MICHIGAN

Juleana Muma, Personal Representative of the ESTATE
OF DAVID TROY MUMA

(Write the full name of each plaintiff who is filing this complaint. If the names of all the plaintiffs cannot fit in the space above, please write "see attached" in the space and attach an additional page with the full list of names.)

v.

See Attached

(Write the full name of each defendant who is being sued. If the names of all the defendants cannot fit in the space above, please write "see attached" in the space and attach an additional page with the full list of names.)

Case: 2:24-cv-13430

Judge: Cox, Sean F.

MJ: Stafford, Elizabeth A.

Filed: 12-20-2024

CMP Muma v. Flint Township Police Department, et al (tt)

Jury Trial: ☒ Yes ☐ No
(check one)

FILED
DEC 20 2024
U.S. DISTRICT COURT
FLINT, MICHIGAN

Complaint for a Civil Case

INCONSISTENT PAGE NUMBERS

List of Defendants Continued:

Defendant No. 1

Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

State and Zip Code: Michigan, 48507

Defendant No.2

Michael Schuyler, individually and officially

Job Title: Officer with Flint Township Police Department

Street Address: 5200 Norko Dr.

State and Zip Code: Michigan, 48507

Defendant No. 3

Alexander Minto, individually and officially

Job Title: Detective with Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

Telephone: (810) 600-3250

E-mail address: a.minto@mi.ftpd.us

Defendant No. 4

Phillip McBride, Individually and officially

Job Title: Detective with Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

Telephone Number: (810) 600-3250

Defendant No. 5

Douglas Hart, Individually and officially

Job Title: Detective with Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

State and Zip Code: Michigan, 48507

Defendant No. 6

Name: Jeremy Meiser, individually and officially

Job Title: Officer with Flint Township Police Department

Address: 5200 Norko Dr.

State and Zip Code: Michigan, 48507

Telephone: (810) 600-3250

Defendant No. 7

Name: Dexter Taylor

Job Title: Officer with Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

State and Zip Code: Michigan, 48507

Telephone: (810) 600-3250

MIED ProSe 1 (Rev 5/16) Complaint for a Civil Case

I. The Parties to This Complaint

A. The Plaintiff(s)

Provide the information below for each plaintiff named in the complaint. Attach additional pages if needed.

Name	<u>Julcana Muma, PR of the Estate of David T. Muma</u>
Street Address	<u>425 Balsam Dr.</u>
City and County	<u>Davison</u>
State and Zip Code	<u>Michigan</u>
Telephone Number	<u>(810) 241-4977</u>
E-mail Address	<u>juleana1999@gmail.com</u>

B. The Defendant(s)

Provide the information below for each defendant named in the complaint, whether the defendant is an individual, a government agency, an organization, or a corporation. For an individual defendant, include the person's job or title (if known). Attach additional pages if needed.

Defendant No. 1

Name	<u>Michael Schuyler, individually and officially</u>
Job or Title (if known)	<u>Officer with Flint Township Police Department</u>
Street Address	<u>5200 Norko Dr.</u>
City and County	<u>Flint, Genesee</u>
State and Zip Code	<u>Michigan 48507</u>
Telephone Number	<u>(810) 600-3250</u>
E-mail Address (if known)	<u></u>

Defendant No. 2

Name	<u>Alexander Minto, individually and officially</u>
Job or Title (if known)	<u>Detective with Flint Township Police Department</u>
Street Address	<u>5200 Norko Dr.</u>
City and County	<u>Flint, Genesee</u>
State and Zip Code	<u>Michigan 48507</u>
Telephone Number	<u>(810) 600-3250</u>
E-mail Address (if known)	<u>a.minto@mi.ftpd.us</u>

 MIED ProSe 1 (Rev 5/16) Complaint for a Civil Case

Defendant No. **4**

Name	<u>Phillip McBride, individually and officially</u>
Job or Title (if known)	<u>Detective with Flint Township Police Department</u>
Street Address	<u>5200 Norko Dr.</u>
City and County	<u>Flint, Genesec</u>
State and Zip Code	<u>Michigan 48507</u>
Telephone Number	<u>(810) 600-3250</u>
E-mail Address (if known)	<u></u>

Defendant No. **5**

Name	<u>Douglas Hart, Individually and officially</u>
Job or Title (if known)	<u>Detective with Flint Township Police Department</u>
Street Address	<u>5200 Norko Dr.</u>
City and County	<u>Flint, Genesec</u>
State and Zip Code	<u>Michigan 48507</u>
Telephone Number	<u>(810) 600-3250</u>
E-mail Address (if known)	<u></u>

II. Basis for Jurisdiction

Federal courts are courts of limited jurisdiction (limited power). Generally, only two types of cases can be heard in federal court: cases involving a federal question and cases involving diversity of citizenship of the parties. Under 28 U.S.C. § 1331, a case arising under the United States Constitution or federal laws or treaties is a federal question case. Under 28 U.S.C. § 1332, a case in which a citizen of one State sues a citizen of another State or nation and the amount at stake is more than \$75,000 is a diversity of citizenship case. In a diversity of citizenship case, no defendant may be a citizen of the same State as any plaintiff.

What is the basis for federal court jurisdiction? *(check all that apply)*

☒ Federal question

☐ Diversity of citizenship

Fill out the paragraphs in this section that apply to this case.

A. If the Basis for Jurisdiction Is a Federal Question

List the specific federal statutes, federal treaties, and/or provisions of the United States Constitution that are at issue in this case.

18 U.S.C. ss 241, 42 U.S.C. ss 1983, 14th Amendment of the United States Constitution

B. If the Basis for Jurisdiction Is Diversity of Citizenship

1. The Plaintiff(s)

a. If the plaintiff is an individual

The plaintiff, (name) _____,
is a citizen of the State of (name) _____.

b. If the plaintiff is a corporation

The plaintiff, (name) _____,
is incorporated under the laws of the State of (name) _____,
and has its principal place of business in the
State of (name) _____.

(If more than one plaintiff is named in the complaint, attach an additional page providing the same information for each additional plaintiff.)

2. The Defendant(s)

a. If the defendant is an individual

The defendant, (name) _____, is a citizen of the
State of (name) _____. Or is a citizen of (foreign
nation) _____.

b. If the defendant is a corporation

The defendant, (name) _____, is incorporated
under the laws of the State of (name) _____, and
has its principal place of business in the State of (name) _____. Or is incorporated under the laws of
(foreign nation) _____, and has its principal place
of business in (name) _____.

(If more than one defendant is named in the complaint, attach an additional page providing the same information for each additional defendant.)

3. The Amount in Controversy

The amount in controversy—the amount the plaintiff claims the defendant owes or the amount at stake—is more than \$75,000, not counting interest and costs of court, because (*explain*):

This horrific abuse of power has tormented us for seven years and the damages awarded should be large enough to greatly discourage this behavior from ever happening to other citizens of this Great State.

III. Statement of Claim

Write a short and plain statement of the claim. Do not make legal arguments. State as briefly as possible the facts showing that each plaintiff is entitled to the damages or other relief sought. State how each defendant was involved and what each defendant did that caused the plaintiff harm or violated the plaintiff's rights, including the dates and places of that involvement or conduct. If more than one claim is asserted, number each claim and write a short and plain statement of each claim in a separate paragraph. Attach additional pages if needed.

The evening my dad was killed there was an active construction zone that was a very dangerous stretch of highway and the warning signs began two miles before the crash site. The fast lane of I-69 E was closed from the I-75 interchange to Hammerberg Rd. My dad was hit just 300 before the fast lane closure. Though the speed limit had been 60mph for at least a half a mile, by the time a person got to the lane closure of an active work zone they would be expected to be traveling a maximum of 45 mph. In her deposition Ms. Nolley admits "it was an active construction zone with restricted lanes and estimated a speed limit of 55 or 45". It was also the evening before Thanksgiving and end the of workday commute hour causing increased traffic. The MDOT Engineer for this exact site was deposed in the presence of Attorney General James Shell of the traffic division and that testimony showed anyone on the road that day entering at Bristol Rd would have passed eight signs and have clearly been able to see the large blinking arrowboard and barrels closing the fast lane just 300 ft ahead (on the highway that is just one car length with safe distancing) This confirms that every defendant named, who were all on the scene, knew and saw exactly what I just described. They are without excuse! This deposition along with Nolley's phone records showing she was texting and driving for nine full minutes with the last text initiated by her being made at 5:58pm. It is no coincidence that is the reported time of impact by 911 dispatch. In addition to the phone logs we received Ms. Nolley's cloud data which she later admits to tampering with by way of deletions of the associated texts approx. six months after the crash. In her deposition she said she wasn't manually texting and her phone was sending auto responses like "I driving right now". Hon. Judge Latchana rules spoliation over this matter stating Nolley was in possession of evidence so if she destroyed it the jury could infer that the content was negative to Ms. Nolley. I must add that the cloud data we received showed a lot of disturbing things including a long pattern of Ms. Nolley playing games on the highway taking selfies and provocative photos while driving even after she killed my dad. We thought the cloud data was why the police took four years to release the file but it wasn't. There still has not been given a reasonable explanation of the withholding.

IV. Relief

State briefly and precisely what damages or other relief the plaintiff asks the court to order. Do not make legal arguments. Include any basis for claiming that the wrongs alleged are continuing at the present time. Include the amounts of any actual damages claimed for the acts alleged and the basis for these amounts. Include any punitive or exemplary damages claimed, the amounts, and the reasons you claim you are entitled to actual or punitive money damages.

We are currently in U.S. Bankruptcy Court with Katherine L. Nolley, whom presented to the court the Flint Twp Pd Reports published stating that my Dad was at fault for his own death. Hon. Judge Mark Randon was clear that the evidence we presented, if confirmed could give rise to a ruling of non-dischargability; however Flint Twp Pd never amended the reports even after receiving the blackbox data, MDOT records and testimony, as well as the Verizon records and spoliation ruling by the Circuit Court Judge Hon. Mark Latachana. These fraudulent reports have caused a miscarriage of justice both criminally and civilly.

I'm being charged approx. \$7,000 for the bankruptcy attorney fees

I'm being charged \$8,700 for an independant accident reconstruction

I've paid \$2,500 two separate real estate attornies due to the fraud Nolley committed.

The funeral expenses were approx. \$7,000 but we did receive approx. \$1700 from the state

Our civil attorney said had we proceeded to trial we could have expected \$750,000

The punitive money damages I'm seeking are \$2,000,000.00 due to the egregiousness behavior

V. Certification and Closing

Under Federal Rule of Civil Procedure 11, by signing below, I certify to the best of my knowledge, information, and belief that this complaint: (1) is not being presented for an improper purpose, such as to harass, cause unnecessary delay, or needlessly increase the cost of litigation; (2) is supported by existing law or by a nonfrivolous argument for extending, modifying, or reversing existing law; (3) the factual contentions have evidentiary support or, if specifically so identified, will likely have evidentiary support after a reasonable opportunity for further investigation or discovery; and (4) the complaint otherwise complies with the requirements of Rule 11.

A. For Parties Without an Attorney

I agree to provide the Clerk's Office with any changes to my address where case-related papers may be served. I understand that my failure to keep a current address on file with the Clerk's Office may result in the dismissal of my case.

Date of signing: December 21, 2024.

Signature of Plaintiff

Printed Name of Plaintiff

Jake M. Nung
Jakeana Nung

Additional Information:

Despite all of the afore mentioned evidence, the Flint Township PD never amended their reports. The Detective lied under oath while swearing out the charges under MCL 257.601d when the rightful charge should have been MCL 257.601b. We filed a complaint with the Internal Affairs department and Sgt. Matthew Vanlente, who happened to review and approved the initial witness statement, conducted the investigation of: the suppression of the construction zone (proving excessive not marginal speeding by Nolley) as well as the UD-10 that states my dad who was traveling in the 40's passed Ms. Nolley who was traveling in the 70's (of course that defies the Laws of Physics). Mr. Vanlente concluded in his report that our allegations are "without merit" This is the most egregious thing I've ever heard of; an agency so rouge that they investigate themselves and dismiss acts that are without excuse.

We also reported these same facts to Flint Township Supervisor Karyn Miller who states she, the Cheif and Attorney looked into the matter and deemed Flint Township PD did nothing wrong. The matter had been adjudicated properly. However, this is clearly a miscarriage of justice because Nolley, who had committed Class C Felony, that would have properly been adjudicated in Circuit Court was charged with a misdemeanor, and the matter was adjudicatd in District Court with Nolley receiving just five days of community service. This is unbelievable!

CIVIL COVER SHEET

County in which action arose: Genesee

JS 44 (Rev. 10/20)

The JS 44 civil cover sheet and the information contained herein neither replace nor supplement the filing and service of pleadings or other papers as required by law, except as provided by local rules of court. This form, approved by the Judicial Conference of the United States in September 1974, is required for the use of the Clerk of Court for the purpose of initiating the civil docket sheet. (SEE INSTRUCTIONS ON NEXT PAGE OF THIS FORM.)

I. (a) PLAINTIFFS

Juleana Muma, Personal Representative of THE ESTATE OF DAVID TROY MUMA

DEFENDANTS

Sec Attached

(b) County of Residence of First Listed Plaintiff Genesee
(EXCEPT IN U.S. PLAINTIFF CASES)

County of Residence of First Listed Defendant _____
(IN U.S. PLAINTIFF CASES ONLY)

NOTE: IN LAND CONDEMNATION CASES, USE THE LOCATION OF THE TRACT OF LAND INVOLVED.

(c) Attorneys (Firm Name, Address, and Telephone Number)

Attorneys (If Known)

II. BASIS OF JURISDICTION (Place an "X" in One Box Only)

- ☐ 1 U.S. Government Plaintiff
- ☐ 2 U.S. Government Defendant
- ☐ 3 Federal Question (U.S. Government Not a Party)
- ☐ 4 Diversity (Indicate Citizenship of Parties in Item III)

III. CITIZENSHIP OF PRINCIPAL PARTIES (Place an "X" in One Box for Plaintiff and One Box for Defendant)

- | | | | | | |
|---|----------------------------|----------------------------|---|----------------------------|----------------------------|
| | PTF | DEF | | PTF | DEF |
| Citizen of This State | <input type="checkbox"/> 1 | <input type="checkbox"/> 1 | Incorporated or Principal Place of Business In This State | <input type="checkbox"/> 4 | <input type="checkbox"/> 4 |
| Citizen of Another State | <input type="checkbox"/> 2 | <input type="checkbox"/> 2 | Incorporated and Principal Place of Business In Another State | <input type="checkbox"/> 5 | <input type="checkbox"/> 5 |
| Citizen or Subject of a Foreign Country | <input type="checkbox"/> 3 | <input type="checkbox"/> 3 | Foreign Nation | <input type="checkbox"/> 6 | <input type="checkbox"/> 6 |

IV. NATURE OF SUIT (Place an "X" in One Box Only)

Click here for: Nature of Suit Code Descriptions.

CONTRACT	TORTS	FORFEITURE/PENALTY	BANKRUPTCY	OTHER STATUTES	
<input type="checkbox"/> 110 Insurance <input type="checkbox"/> 120 Marine <input type="checkbox"/> 130 Miller Act <input type="checkbox"/> 140 Negotiable Instrument <input type="checkbox"/> 150 Recovery of Overpayment & Enforcement of Judgment <input type="checkbox"/> 151 Medicare Act <input type="checkbox"/> 152 Recovery of Defaulted Student Loans (Excludes Veterans) <input type="checkbox"/> 153 Recovery of Overpayment of Veteran's Benefits <input type="checkbox"/> 160 Stockholders' Suits <input type="checkbox"/> 190 Other Contract <input type="checkbox"/> 195 Contract Product Liability <input type="checkbox"/> 196 Franchise	PERSONAL INJURY <input type="checkbox"/> 310 Airplane <input type="checkbox"/> 315 Airplane Product Liability <input type="checkbox"/> 320 Assault, Libel & Slander <input type="checkbox"/> 330 Federal Employers' Liability <input type="checkbox"/> 340 Marine <input type="checkbox"/> 345 Marine Product Liability <input type="checkbox"/> 350 Motor Vehicle <input type="checkbox"/> 355 Motor Vehicle Product Liability <input type="checkbox"/> 360 Other Personal Injury <input type="checkbox"/> 362 Personal Injury - Medical Malpractice	PERSONAL INJURY <input type="checkbox"/> 365 Personal Injury - Product Liability <input type="checkbox"/> 367 Health Care/Pharmaceutical Personal Injury Product Liability <input type="checkbox"/> 368 Asbestos Personal Injury Product Liability PERSONAL PROPERTY <input type="checkbox"/> 370 Other Fraud <input type="checkbox"/> 371 Truth in Lending <input type="checkbox"/> 380 Other Personal Property Damage <input type="checkbox"/> 385 Property Damage Product Liability	<input type="checkbox"/> 625 Drug Related Seizure of Property 21 USC 881 <input type="checkbox"/> 690 Other LABOR <input type="checkbox"/> 710 Fair Labor Standards Act <input type="checkbox"/> 720 Labor/Management Relations <input type="checkbox"/> 740 Railway Labor Act <input type="checkbox"/> 751 Family and Medical Leave Act <input type="checkbox"/> 790 Other Labor Litigation <input type="checkbox"/> 791 Employee Retirement Income Security Act IMMIGRATION <input type="checkbox"/> 462 Naturalization Application <input type="checkbox"/> 465 Other Immigration Actions	<input type="checkbox"/> 422 Appeal 28 USC 158 <input type="checkbox"/> 423 Withdrawal 28 USC 157 PROPERTY RIGHTS <input type="checkbox"/> 820 Copyrights <input type="checkbox"/> 830 Patent <input type="checkbox"/> 835 Patent - Abbreviated New Drug Application <input type="checkbox"/> 840 Trademark <input type="checkbox"/> 880 Defend Trade Secrets Act of 2016 SOCIAL SECURITY <input type="checkbox"/> 861 HIA (1395ff) <input type="checkbox"/> 862 Black Lung (923) <input type="checkbox"/> 863 DIWC/DIWW (405(g)) <input type="checkbox"/> 864 SSID Title XVI <input type="checkbox"/> 865 RSI (405(g)) FEDERAL TAX SUITS <input type="checkbox"/> 870 Taxes (U.S. Plaintiff or Defendant) <input type="checkbox"/> 871 IRS—Third Party 26 USC 7609	<input type="checkbox"/> 375 False Claims Act <input type="checkbox"/> 376 Qui Tam (31 USC 3729(a)) <input type="checkbox"/> 400 State Reapportionment <input type="checkbox"/> 410 Antitrust <input type="checkbox"/> 430 Banks and Banking <input type="checkbox"/> 450 Commerce <input type="checkbox"/> 460 Deportation <input type="checkbox"/> 470 Racketeer Influenced and Corrupt Organizations <input type="checkbox"/> 480 Consumer Credit (15 USC 1681 or 1692) <input type="checkbox"/> 485 Telephone Consumer Protection Act <input type="checkbox"/> 490 Cable/Sat TV <input type="checkbox"/> 850 Securities/Commodities/Exchange <input type="checkbox"/> 890 Other Statutory Actions <input type="checkbox"/> 891 Agricultural Acts <input type="checkbox"/> 893 Environmental Matters <input type="checkbox"/> 895 Freedom of Information Act <input type="checkbox"/> 896 Arbitration <input type="checkbox"/> 899 Administrative Procedure Act/Review or Appeal of Agency Decision <input type="checkbox"/> 950 Constitutionality of State Statutes
REAL PROPERTY <input type="checkbox"/> 210 Land Condemnation <input type="checkbox"/> 220 Foreclosure <input type="checkbox"/> 230 Rent Lease & Ejectment <input type="checkbox"/> 240 Torts to Land <input type="checkbox"/> 245 Tort Product Liability <input type="checkbox"/> 290 All Other Real Property	CIVIL RIGHTS <input type="checkbox"/> 440 Other Civil Rights <input type="checkbox"/> 441 Voting <input type="checkbox"/> 442 Employment <input type="checkbox"/> 443 Housing/Accommodations <input type="checkbox"/> 445 Amer. w/Disabilities - Employment <input type="checkbox"/> 446 Amer. w/Disabilities - Other <input type="checkbox"/> 448 Education	PRISONER PETITIONS Habeas Corpus: <input type="checkbox"/> 463 Alien Detainee <input type="checkbox"/> 510 Motions to Vacate Sentence <input type="checkbox"/> 530 General <input type="checkbox"/> 535 Death Penalty Other: <input type="checkbox"/> 540 Mandamus & Other <input type="checkbox"/> 550 Civil Rights <input type="checkbox"/> 555 Prison Condition <input type="checkbox"/> 560 Civil Detainee - Conditions of Confinement			

V. ORIGIN (Place an "X" in One Box Only)

- ☐ 1 Original Proceeding
- ☐ 2 Removed from State Court
- ☐ 3 Remanded from Appellate Court
- ☐ 4 Reinstated or Reopened
- ☐ 5 Transferred from Another District (specify)
- ☐ 6 Multidistrict Litigation - Transfer
- ☐ 8 Multidistrict Litigation - Direct File

VI. CAUSE OF ACTION

Cite the U.S. Civil Statute under which you are filing (Do not cite jurisdictional statutes unless diversity):
 18 U.S.C. ss 241

Brief description of cause:

The Flint Township Police on the scene all conspired to suppress the material fact that this crash was in a clearly marked active work zone

VII. REQUESTED IN COMPLAINT:

☐ CHECK IF THIS IS A CLASS ACTION UNDER RULE 23, F.R.Cv.P.

DEMAND \$

CHECK YES only if demanded in complaint:

JURY DEMAND: ☐ Yes ☐ No

VIII. RELATED CASE(S) IF ANY

(See instructions):

JUDGE _____

DOCKET NUMBER _____

DATE _____

SIGNATURE OF ATTORNEY OF RECORD _____

FOR OFFICE USE ONLY

RECEIPT # _____ AMOUNT _____ APPLYING IFP _____ JUDGE _____ MAG. JUDGE _____

PURSUANT TO LOCAL RULE 83.11

1. Is this a case that has been previously dismissed?

☐ Yes
☒ No

If yes, give the following information:

Court: _____

Case No.: _____

Judge: _____

2. Other than stated above, are there any pending or previously discontinued or dismissed companion cases in this or any other court, including state court? (Companion cases are matters in which it appears substantially similar evidence will be offered or the same or related parties are present and the cases arise out of the same transaction or occurrence.)

☒ Yes
☐ No

If yes, give the following information:

Court: 7th Circuit Court

Case No.: 2020-0000114474-NI

Judge: Hon. Mark W. Latchana

Notes : Every member of the Flint Township PD who was on the scene saw the active work zone

List of Defendants Continued:

Defendant No. 1

Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

State and Zip Code: Michigan, 48507

Defendant No.2

Michael Schuyler, individually and officially

Job Title: Officer with Flint Township Police Department

Street Address: 5200 Norko Dr.

State and Zip Code: Michigan, 48507

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Job Title: Detective with Flint Township Police Department

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Telephone: (810) 600-3250

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Job Title: Detective with Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

Telephone Number: (810) 600-3250

Defendant No. 5

Douglas Hart, Individually and officially

Job Title: Detective with Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

State and Zip Code: Michigan, 48507

Defendant No. 6

Name: Jeremy Meiser, individually and officially

Job Title: Officer with Flint Township Police Department

Address: 5200 Norko Dr.

State and Zip Code: Michigan, 48507

Telephone: (810) 600-3250

Defendant No. 7

Name: Dexter Taylor

Job Title: Officer with Flint Township Police Department

Street Address: 5200 Norko Dr.

City and County: Flint, Genesee

State and Zip Code: Michigan, 48507

Telephone: (810) 600-3250



Inspector's Daily Report

Michigan Department of Transportation

12/11/2017 7:02 AM

FieldManager 5.3a

Contract: 25085-115799, Roadway reconstruction, grading, drainage, traffic signals,

IDR Date 11/22/2017	Day of Week Wednesday	Seq. No. 1	Import Date 10/23/2017	Project Engineer Dewane Petzold, John Welch	Construction Engineer Armando Lopez
Inspector's Initials-Name DS Deveron Sanders				Federal Project Number EMRP 1725(028)	Elec. Attachments None
Prime Contractor Toebe Construction LLC					
Entered By DS, Deveron Sanders		Revised By		Revision Date	Revision No.
Temperatures Low: 29 ° F High: 32 ° F		Weather Cloudy			



Michigan Department of Transportation

Inspector's Daily Report

12/11/2017 7:02 AM

FieldManager 5.3a

Comments

Note: Quantities for today's asphalt work will be posted later by Rick Brower (MDOT).

Contractor Activities:

I arrived on site at 8:00am, to find crews from Toebe and Ace-Saginaw on site prepping for work.

Toebe: Toebe had a 6-man team on site working on removal of the dual barrier wall in the median. They started at the wall near the gore to I-75, then worked their way through the two the trench drain areas to the east. Jeff Rowley (ROWE PSC) performed most of the inspection for this work up through approximately 6:30pm, then I took over for the remainder of the day. See Jeff's report for further information. At 6:30pm, Toebe was working on the barrier wall within the easternmost trench drain area that was paved earlier in the day. They completed the removal/relocation of the wall along the WB lanes by 9:00pm and began pulling back the traffic control devices to open the lane at that time. They then completed work on the wall along the EB lanes, pulling back the last few lane closure barrels by 9:20pm. They continued removing the traffic control devices along the EB lanes all the way to the immediate west of the I-75 overpasses, eventually opening up the lane to traffic at 10:35pm. Toebe left the site immediately afterwards.

Ace-Saginaw Paving: Ace-Saginaw began work this morning by prepping the gore at the WB I-69 to I-75 split for paving. They were looking to place a top course of approximately 2" of LVSP within the gore and two other trench drain areas to the east of the gore. They used a cycle of 5 flowboy trucks to transport the asphalt to the site. Asphalt surface temperatures at the time of the initial truck placement (beginning at the eastern end of the gore taper) ranged from 31.9 ° F to 32.7 ° F [and rising].

After completing paving on the gore, Ace-Saginaw moved on to the westernmost of the two trench drain areas and paved there. They worked on the EB side first, then flipped around to the WB side. Once done there, they topped the easternmost trench drain area, working in the WB side first, then finished with the EB side, finishing work and leaving the site around 5:00pm.

I saw densities being taken by the contractor at various times throughout the day, but I did not directly observe any of those tests. 17 loads of HMA were delivered to the site today totaling 746.01T. I was unable to get a look into the final truck to determine waste, however, the final truck covered an area 32'x12.8', calculating to 5T. The final truck was 15.050T, giving a calculated waste of approximately 10.050T.

Other notes:

Jeff Rowley (ROWE PSC) was also on site during the day to perform inspection duties. See his report for further information.

I notified STOC via email of the lane openings once completed. The message was acknowledged via email responses from Jayda Perkins of STOC.

Site conditions – The work area was primarily surface dry.

DBE Activity: None

Project Visitors: John Welch (MDOT project manager) – John stopped by the site in the late afternoon to check on work progress.

SESC: No controls specified for this work



Michigan Department of Transportation

Inspector's Daily Report

12/11/2017 7:02 AM

FieldManager 5.3a

Maintaining Traffic:

Traffic control devices and signs were in place as they had been yesterday and remained in place at the end of the day.

Accidents: A single-car, non-injury collision occurred in the late morning (approximately 11:15am). A woman driving WB in a small car had apparently lost control of her vehicle entering a curve and collided with the barrier wall. This took place approximately 1050' east of the easternmost I-69/I-75 split sign. There did not appear to be any direct construction-related cause for the incident. Genesee County Sheriff's officers responded (Deputy Metr); incident #1712503491.

Attachments: None

All workers are wearing reflective vests.

All Materials used on this project have been visually inspected to confirm that they conform to requirements as outlined in the Contractor's Material Source List and the MDOT Materials Source Guide.

Contractors

Contractor's Name	Personnel	No.	Hrs.	Equipment	No.	Hrs.
Ace-Saginaw Paving Company	Foreman	1		Bomag BW120AD	1	
	Laborers	3		Roller		
	Operator	6		Case 60XT Skid Steer	1	
				Cat AP1055F Paver	1	
				Cat CB54 Roller	1	
				Ingersoll-Rand	1	
				Durapac Roller		
				Pickup Truck	1	
Toebe Construction LLC				Water Truck & Lowboy	1	
	Foreman - Rich Green	1		Barrier wall lifter	2	
	Laborers	3		attachment		
	Operators	2		Cat 336E-Excavator	1	
				Cat 938K Loader	1	
				Cat D279D Skid Steer	1	
				w/Broom		
				Pickup Truck	1	

Reviewed By: Jennifer Sexton Jennifer Sexton
 (Signature) Feb 6 2018 11:15 AM
 cosign

(Date)



Inspector's Daily Report

Michigan Department of Transportation

11/27/2017 10:31 AM

FieldManager 5.3a

Contract: 25085-115799, Roadway reconstruction, grading, drainage, traffic signals,

IDR Date	Day of Week	Seq. No.	Import Date	Project Engineer	Construction Engineer
11/22/2017	Wednesday	1	12/1/2017	Dewane Petzold, John Welch	Armando Lopez
Inspector's Initials-Name			Federal Project Number		Elec. Attachments
jr Jeff Rowley			EMRP 1725(028)		None

Prime Contractor

Toebe Construction LLC

Entered By	Revised By	Revision Date	Revision No.
jr, Jeff Rowley			
Temperatures		Weather	
Low: 29 ° F	High: 34 ° F	Mostly Cloudy	



Michigan Department of Transportation

Inspector's Daily Report

11/27/2017 10:31 AM

FieldManager 5.3a

Comments

Contractor Operations:

- 7:30am, Ace onsite getting equipment ready to place HMA.
- 8am, Toebe onsite getting equipment ready to move temp conc barrier.
- 10am, PK and GEAB is onsite. PK is doing misc striping and GEAB is picking up traffic control devices.
- 11am, I performed moisture and density checks on HMA with random numbers. See 582B form for test results.
- 2pm, Toebe begins moving temp conc barrier on both EB and WB 69 on west cross over.
- 6pm, Contactor finished west cross over, moved to east cross over.
- 7pm, I left site, see Devron IDR for remainder of day.

Note: See Devron IDR for contractors and equipment.

DBE Activities:

none

Traffic Control:

-WB and EB 69 left lane closed from I75 to Hammerberg.

All traffic control devices are in good condition and are as per the typical details in the proposal for this project.

The traffic control devices that I have inspected on the portion of the project that I am assigned to, are in compliance with the Special Provision for "Maintaining Traffic" and with Part 6 of the MMUTCD

Accidents:

See Devron IDR

Safety:

All workers wearing reflective clothing.

Soil Erosion/Sediment Control (SESC):

none

Project Visitors:

none

MDOT Forms:

582B

Attachments:

582B 2017-11-22 JR

Materials:

All Materials used on this project have been visually inspected to confirm that they conform to requirements as outlined in the Contractor's Material Source List and the MDOT Materials Source Guide.

Item Postings

Item/Material Description	Item Code	Prop. Line	Project	Category	Quantity	Unit	Location	Brkdwn ID	Attn
Conc Barrier, Temp, Relocated	8120083	3140	115799A	0001	1,078.000	Ft	EB & WB 69 West Crossover	012	
Contractor: Toebe Construction LLC									
Item Remarks: Moved to match existing center barrier wall for winter.									

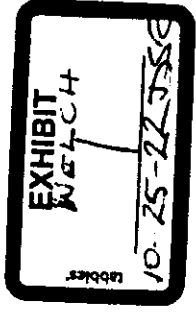
Contract: 25085-115799

IDR: 11/22/2017, jr, 1

Page 2 of 3

Jennifer Sexton
Feb 6 2018 11:15 AM

cosign



MICHIGAN DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION FOR MAINTAINING TRAFFIC, PERMANENT SIGNING AND PAVEMENT MARKING

...

a. Description. This work consists of providing all labor, materials, and equipment required to maintain traffic as specified for the reconstruction of I-69 including the removal of the existing roadway, concrete pavement construction, storm sewer and culvert replacement, ditching, permanent sign replacement, right-of-way fencing replacement, guardrail replacement, freeway lighting, and bridge deck replacements and widening. The project is 2.08 miles in length and extends from approximately 1,000 feet east of Ballenger Highway easterly to approximately 500 feet west of Fenton Road. The project also includes the six ramps at the Hammerberg Road interchange, and substructure work on the four bridges carrying I-69 over I-75. ...

c. Construction Influence Area (CIA). The CIA will include the right-of-way (ROW) of the following roadways, within the approximate limits described below. The CIA also includes the ROW of any intersecting roads adjacent to the work zone and any detour route for approximately 0.5 miles in advance of the project limits or as far as the advanced construction signing is required.

1. On I-69 from approximately 2 miles west of Ballenger Highway to 2 miles west of Fenton Road.
2. Entrance and exit ramps at the interchange of I-69 and Hammerberg Road. ...

d. Traffic Restrictions. ...

6. The posted speed limit on I-69 during construction will be reduced to 60 miles per hour (mph) when barrier wall is present, and to 45 mph "where workers present" within the project limits.

STATE OF MICHIGAN

IN THE CIRCUIT COURT FOR THE COUNTY OF GENESEE

Juleana Muma, Personal
Representative of the
Estate of David Troy Muma,

Plaintiff,

Case No. 2020-114474-NI

vs.

Hon. Mark W. Latchana

Katherine Lillian Nolley,
Individually, and d/b/a
NJEM, LLC, a/k/a Merle Norman
Cosmetics and/or Merle Norman
Salon & Spa,

Defendants.

VIDEO DEPOSITION OF JOHN L. WELCH, II

Taken by the Plaintiff at the Offices of Hamo Law Firm,
614 South Grand Traverse, Flint, Michigan, on the 25th
day of October, 2022, commencing at or about 1:06 p.m.

APPEARANCES:

For the Plaintiff: MR. GEORGE R. HAMO (P33033)
Hamo Law Firm
614 South Grand Traverse Street
Flint, Michigan 48502-1209
(810) 234-3667
ghamo@hamolaw.com

1 APPEARANCES (Continued):

2
3 For the Defendant: Mr. CHARLES C. COLLISON (P46140)
4 (Nolley) Collison & Collison P.C.
5 5811 Colony Drive North
6 P.O. Box 6010
7 Saginaw, Michigan 48638-5716
8 (989) 799-3033
9 chasjr@saginaw-law.com

10 REPORTED BY: Mr. David S. Ripka, CSR 2175
11 Certified Shorthand Reporter
12 daveripka9@comcast.net
13 (800) 542-4531

14 ALSO PRESENT: JAMES C. SHELL (42250)
15 TRACY CLEGG, VIDEOGRAPHER
16
17
18
19
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22
23
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INDEX OF WITNESS

WITNESS

PAGE

SEPARATE RECORD

5-9

JOHN L. WELCH, II

Direct Examination by Mr. Hamo

11

Cross-Examination by Mr. Collison

47

Redirect Examination by Mr. Hamo

61

INDEX OF EXHIBITS

EXHIBIT

DESCRIPTION

MARKED

Exhibit 1 Michigan Department of Transportation
Special Provision for Maintaining
Traffic, Permanent Signing and
Pavement Marking (Single Document)

10

Exhibit 1-A Enlargement of Exhibit 1

10

Exhibit 2 Aerial View Photograph of Construction
Area

10

Exhibit 2-A Enlargement of Aerial View Photograph of
Construction Area

10

Exhibit 3 Aerial View Photograph of Construction
Area (2 Pages)

10

Exhibit 3-A Enlargement of Aerial View Photograph of
Construction Area (2 Enlargements)

10

INDEX OF EXHIBITS (CONTINUED)

EXHIBIT	DESCRIPTION	MARKED
Exhibit 4	MDOT Sign Sequence Plan Sheets (2 Pages)	
Exhibit 4-A	Enlargement of MDOT Sign Sequence Plan Sheets (2 Enlargements)	10
Exhibit 5	Full Document Michigan Department of Transportation Special Provision for Maintaining Traffic, Permanent Signing and Pavement Marking	16
Exhibit 6	Video	63

1 Flint, Michigan

2 Tuesday, October 25, 2022

3 1:06 p.m.

4 P R O C E E D I N G S

5 * * * * *

6 S E P A R A T E R E C O R D

7 MR. HAMO: Okay. Let's go on the record.

8 The record will reflect that we're making a
9 Separate Record so that Mr. Collison can put on whatever
10 objections he'd like to put on to this deposition of John
11 Welch. And we're doing that, of course, so that we can
12 have -- hopefully have a much cleaner transcript of the
13 actual testimony of Mr. Welch.

14 With that, Charlie, go ahead.

15 MR. COLLISON: Thank you.

16 Just for purposes of the record, I'm placing
17 objections to the taking of the deposition of this
18 witness. The specific objection is to the fact that the
19 witness was not properly listed as a witness on any
20 witness list filed by Plaintiff. Discovery has long
21 since closed. I believe it's a violation of the court's
22 order in this case as far as scheduling and so forth,
23 violation of Court Rules, specifically 2.41. So, the
24 defense would request -- would object to this -- the
25 testimony being used and submitted at the time of trial

1 proceedings.

2 Also, I believe there will be no indication as
3 to unavailability of the witness. This has been
4 scheduled as a de bene esse deposition.

5 Further, I'm placing objections as to Exhibits
6 1 through 5 that have been provided and intended to be
7 used in this case as well as the demonstrative exhibits
8 that I believe will be used during this deposition. The
9 basis for the objection is all of the exhibits are
10 hearsay in nature. I believe there will be no
11 foundational requirements met, and there's no exemptions
12 for the hearsay nature of the documents that are
13 identified as exhibits.

14 Also, I would indicate that the -- many of the
15 exhibits themselves are altered or edited from presumably
16 original copies and, in fact, some even highlighted in
17 areas. I would object to that. And to the use of those
18 exhibits during the course of the deposition and
19 presumably to be requested be admitted into evidence at
20 the time of the trial, the defense would object.

21 Again, we would move that both the witness here
22 today and exhibits to be used be stricken. Thank you.

23 MR. HAMO: Okay. Quick response to that.

24 The witness list does list -- the Plaintiff's
25 witness list does list any necessary authentication and

1 rebuttal witnesses. And as far as exhibits, it lists any
2 documents received from the Michigan Department of
3 Transportation.

4 The Defendant's witness list also lists all
5 road maintenance records. The only road here that's in
6 question is I-69.

7 The unavailability argument is something that
8 the court can take up. Mr. Welch has work, and we don't
9 know what day this trial is going to go. And it's not
10 uncommon that de bene esse video depositions be done
11 ahead of time so as not to conflict with somebody's work
12 schedule. And we have trial dates that have come and
13 gone and come and gone. And we just can't plan on that.
14 And you never know what's going to happen.

15 As far as the exhibits, they're all proper
16 exhibits. They fall in line with Mr. Welch's competency
17 as a witness under MRE 601, his availability to provide
18 opinion testimony under 701, the records of regular
19 conducted activity under 803.6, public records and
20 reports under 803.8. It also would be covered by 803.24.
21 And they also would be admissible and covered under rule
22 901(b)(1), 901(b)(7) and 901(b)(9) regarding
23 authentication. Also would be covered by 902,
24 self-authentication, Rule 1005, public records. And then
25 the exhibits charts are also covered under Rule 1006

1 under "Summaries," those all being evident rules under
2 the Michigan Rules of Evidence.

3 We've completed our Separate Record. Now, we
4 can continue with the deposition.

5 (Discussion off the record)

6 MR. COLLISON: I may want to add, if I can
7 could have a continuing objection, because otherwise I'm
8 going to be objecting to each time you use one of these
9 exhibits --

10 MR. HAMO: We're still on this last Separate
11 Record here.

12 MR. COLLISON: Yeah. If we can continue on the
13 Separate Record.

14 If I can have a continuing objection as to the
15 exhibits, any questions asked regarding these exhibits.

16 MR. HAMO: You can have a continuing objection
17 with the objections as you laid forth -- set forth, yes.

18 MR. COLLISON: All right. I want to make that
19 clear, because otherwise I will be objecting after almost
20 every question you ask on these exhibits.

21 MR. HAMO: Which was the whole reason why I
22 wanted to make -- I requested --

23 MR. COLLISON: Right.

24 MR. HAMO: -- and you agreed to make a Separate
25 Record.

1 MR. COLLISON: Right. However, I want to
2 clarify that, so --

3 MR. HAMO: We just did, and you had a
4 continuing one, so --

5 MR. COLLISON: Good.

6 MR. HAMO: -- that's fine. Because I
7 don't want a -- I don't want a record, just as much I
8 appreciate as you on either, where every question I ask
9 you object to. And why even make a Separate Record,
10 then, if that was the whole purpose of it to begin with.

11 MR. COLLISON: Well, there -- We -- We can go
12 off at this point.

13 (END OF SEPARATE RECORD 1:23 p.m.)

14 * * * * *

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1 Flint, Michigan

2 Tuesday, November 25, 2022

3 1:24 p.m.

4 P R O C E E D I N G S

5 (Exhibit Numbers 1, 1-A, 2, 2-A, 3, 3-A,
6 4, 4-A, were marked for
7 identification)

8 VIDEOGRAPHER: We are now on the record.

9 This is the video-recorded deposition of John
10 Welch, II, being taken on Tuesday, October 25th, 2022.
11 The time is now 1:24 p.m. We are located at 614 South
12 Grand Traverse Street in Flint, Michigan.

13 This deposition is being taken on behalf of the
14 Plaintiffs in the matter of Juleana Muma, Personal
15 Representative of the Estate of David Troy Muma, versus
16 Katherine Lilly -- Lillian Nolley, Case Number
17 2020-114474-NI, being held in the Circuit Court for the
18 County of Genesee before the Honorable Mark W. Latchana.

19 Will all attorneys please identify themselves
20 for the record.

21 MR. HAMO: George Hamo for the Plaintiff.

22 MR. COLLISON: Charles Collison on behalf of
23 Defendant Nolley.

24 VIDEOGRAPHER: Will the court reporter please
25 swear in the witness.

1 COURT REPORTER: Sir, would you raise your
2 right hand, please.

3 JOHN L. WELCH, II,
4 having been duly sworn by the Court Reporter, was
5 examined, and testified on his oath as follows:

6 DIRECT EXAMINATION

7 BY MR. HAMO:

8 Q Sir, what is your name?

9 A John Lawayne Welch, II.

10 Q And where are you employed?

11 A Michigan Department of Transportation at the Davison
12 Transportation Center.

13 Q Is the acronym for Michigan Department of Transportation
14 typically called MDOT?

15 A It is.

16 Q Okay. How long have you been employed by MDOT?

17 A Just over five years.

18 Q What is your --

19 A Almost six years.

20 Q Almost six years, okay.

21 What is your current role or title with MDOT?

22 A My current title is assistant construction engineer.

23 Q Were you in that same role on November 22nd, 2017?

24 A Yes. That's the only role I've ever had with MDOT.

25 Q Okay. In that role, were you and are you familiar with

1 the I-69 road maintenance and reconstruction project of
2 I-69 that began I believe in 2017?

3 **A I am.**

4 **Q** When approximately did that road job begin, Mr. Welch,
5 and when approximately did it end?

6 **A We began in August of 2017 with maintenance and prep work**
7 **for the reconstruction that was to be done in 2018. So**
8 **in 2017, we did preparation work starting in August. And**
9 **I can go into more detail on that if you want me to. But**
10 **that went through -- up until -- in**
11 **November/December-ish.**

12 And then 2018 was reconstruction of the road.
13 2019 we finished up what we didn't get done in '18. And
14 then we -- we had a -- a little bit of work that extended
15 into 2020 as well.

16 **Q** Okay. So -- so -- so the project began then in August
17 2017, as you said, with some maintenance and prep work,
18 that continued on, and then it completed approximately
19 sometime in 2020?

20 **A Yeah. 2017 we had to build the crossovers, meaning**
21 **crossovers to push traffic to one -- one side of the**
22 **road. And then we -- on the eastbound, we also -- we did**
23 **some joint repair and -- and widening work on -- on -- on**
24 **eastbound to facilitate that two-way traffic on -- over**
25 **on the eastbound.**

1 Q Okay. So that work, this -- like many large -- larger
2 road projects, it's done in stages; is that correct?

3 **A Correct.**

4 Q Okay. What was your role with this project?

5 **A I worked under the -- under the construction engineer,**
6 **Armando Lopez at the time.**

7 Q Mm-hmm.

8 **A And my job was -- there was two assistants working under**
9 **Armando; myself and -- and another individual.**

10 Q Mm-hmm.

11 **A And I was the main person to oversee the road part. And**
12 **the other individual overseen the -- the bridge**
13 **construction that was associated with the project. So my**
14 **role was to oversee all of the construction that dealt**
15 **with the road.**

16 Q Okay.

17 **A You could consider myself like the roadway project**
18 **manager for --**

19 Q Okay.

20 **A -- for the project.**

21 Q And that would -- that would be, again, right when --
22 August 17 when the maintenance and prep work was being
23 done, correct?

24 **A Correct.**

25 Q Okay. As the MDOT assistant construction engineer on

1 this project, are you familiar with the MDOT documents
2 associated with this I-69 road project?

3 **A It's been a while. You know, it's five years ago, so...**

4 **Q Mm-hmm.**

5 **A At the time, I was very familiar with it.**

6 **Q Mm-hmm.**

7 **A And, you know, as -- as the project starts and -- and**
8 **continues, I -- I would be familiar with those documents,**
9 **yes.**

10 **Q Okay. From your own personal knowledge?**

11 **A Correct.**

12 **Q And since then, in preparation -- not in preparation so**
13 **much, but since this deposition has been scheduled, have**
14 **you been able to look over those documents as well; those**
15 **road documents as well?**

16 **A I've reviewed the maintaining traffic aspect of it as --**
17 **as pertaining to our -- our past conversations that we've**
18 **had on those particular documents. The rest of the**
19 **project I have not --**

20 **Q Okay.**

21 **A -- looked at in -- in great detail.**

22 **Q Okay. Did you provide me with some of those MDOT**
23 **documents?**

24 **A I did. We had provided I believe your -- your client**
25 **several documents through FOIA. And I believe some of**

1 those documents were -- were presented as for us to --
2 again and -- and asked to provide further explanation.
3 And then we also provided further documents on the -- on
4 the traffic control setup.

5 Q Did that include the MDOT Special Provisions for
6 Maintaining Traffic, Permanent Signing and Pavement
7 Marking documents?

8 A That was one of those -- one of the requested items that
9 we provided.

10 Q Okay. And I have that entire document in front of me.
11 That's approximately a 50- to 60-page document, is it
12 not, approximately?

13 A Yeah. I'm not sure. I believe -- looking at it, I
14 believe it was 24 pages. And then they include a lot of
15 typicals and stuff afterwards that go along with the
16 references in that particular document.

17 Q Mm-hmm.

18 A So it could very well be a -- a large document.

19 Q That's fine.

20 I -- I don't intend to mark that entire
21 document as an exhibit unless Mr. Collison insists. And
22 I provided him with a complete copy of it before today.
23 I also have it here today if you need to review it.
24 Plus, I have a copy of the first ten pages of it.

25 MR. COLLISON: I'm going to object to the --

1 MR. HAMO: Which --

2 MR. COLLISON: -- to the commentary of -- it's
3 basically a statement you're giving regarding the nature
4 of the document, which I think is improper. It wasn't a
5 question directed to this witness. It's more of a
6 commentary to indicate that if the whole document is --
7 is admitted, it's at my insistence. And I'm not going to
8 have that inference to a jury, that if they see a
9 complete document of what was provided that that's
10 somehow improper or as a result of my insistence. I
11 don't want any inference given to a jury in that nature.
12 I think it's improper to add commentary to that in -- in
13 set up for a question for this witness.

14 MR. HAMO: Do you want the entire document
15 admitted or not, Chuck?

16 MR. COLLISON: We can go off the record for
17 this if you want.

18 VIDEOGRAPHER: We are going off the record.
19 The time is 1:31 p.m.

20 (Discussion off the record. Recess taken
21 at 1:31 p.m. Deposition resumed at or
22 about 1:32 p.m.)

23 (Exhibit Number 5 was marked for
24 identification while off record)

25 VIDEOGRAPHER: We are back on the record at

1 1:32 p.m.

2 Q (BY MR. HAMO) Mr. Welch, I'm going to show you what's
3 been marked as Proposed Exhibit 5. And does this purport
4 to be -- why don't you take a look at the -- at it for a
5 second.

6 And the question I'm going to ask you aft -- I
7 want -- want you to answer after you look at that is, is
8 that -- is that the MDOT Special Provision for
9 Maintaining Traffic, Permanent Signing and Pavement
10 Marking document that you spoke about a moment ago and
11 that you provided to me?

12 A (Reviewing Exhibit 5) It appears to be.

13 Q Okay. I want to show you what's been marked as Exhibit
14 1, have you take a look at that. Let me know when you've
15 completed looking at it for a moment.

16 A (Reviewing Exhibit 1) Okay.

17 Q And having -- looking at Exhibit 1 and comparing it to
18 Exhibit 5, can you authenticate that Exhibit 1 is from
19 Exhibit 5, which is the MDOT Special Provisions for
20 Maintaining Traffic, Permanent Signing and Pavement
21 Marking document?

22 MR. COLLISON: I'm going to object to the form
23 of the question and foundation.

24 Q (BY MR. HAMO) You can still answer the question.

25 A The language on Exhibit 1 appears to match the language

1 **in Exhibit 5.**

2 Q Okay. Can you authenticate that Exhibit 1 accurately
3 describes the work to be done on I-69?

4 MR. COLLISON: Same objection; form and
5 foundation to that question.

6 THE WITNESS: Yeah, that -- that appears to be
7 the same description that -- that's listed in -- for the
8 project. And I believe it to be accurate.

9 Q (BY MR. HAMO) Can you describe the work to be done,
10 please.

11 **A Per this description or for my own --**

12 Q Yes. Per this -- per this description, this -- on
13 this --

14 **A The project --**

15 Q -- on this document.

16 **A -- consisted of 2.8 miles in length and extended 1,000**
17 **feet east of Ballenger Highway easterly to approximately**
18 **500 feet west of Fenton Road.**

19 Q Okay. Can you authenticate that Exhibit 1 accurately
20 describes the Construction Influence Area?

21 MR. COLLISON: I'm going to object to form and
22 foundation of the question.

23 THE WITNESS: The document lists the
24 Construction Influence Area on I-69 approximately 2 miles
25 west of Ballenger Highway to 2 miles west of Fenton Road,

1 all entrance and exit ramps at the interchange of I-69
2 and Hammerberg Road, on Hamberger -- Hammerberg Road
3 through the interchange limits and all detour routes and
4 locations of PCMS boards.

5 COURT REPORTER: Locations of...? I didn't --
6 locations of...?

7 THE WITNESS: The locations of the Construction
8 Influence Area listed in this document are approximately
9 2 miles west of Ballenger Road and 2 miles west of Fenton
10 Road.

11 Q (BY MR. HAMO) Okay. When we say "Construction Influence
12 Area," that's -- means what to a lay person? What --

13 A That would be --

14 Q Okay.

15 A So we have usually two terms we use in our profession;
16 the Construction Influence Area, which try -- which
17 encapsulates the -- all of the construction signing, all
18 -- anything that would be impacted by the construction,
19 and then the construction work zone. The construction
20 work zone is where the -- the work actually takes place
21 within the project.

22 Q Okay. The word "construction zone" by itself is not
23 utilized by MDOT; is that correct?

24 MR. COLLISON: Objection, leading.

25 THE WITNESS: The -- the two -- the two areas

1 that we refer to are Construction Influence Area and Work
2 Zone Area.

3 Q (BY MR. HAMO) And, again, would you describe the two --
4 what those two areas mean.

5 A The Construction Influence Area is set up during the
6 design of the project, so I don't know exactly what
7 the -- why the limits and parameters are set up. It
8 usually depicts the area where we might have signs or
9 where traffic may be impacted by the project. So those
10 might be the exterior limits of where a sign would be
11 placed or a message board. Again, that -- that area is
12 determined during design and by us in construction.

13 The Work Zone is where the physical
14 start/finish of, in this case, the reconstruction of the
15 roadway would be.

16 Q Got it.

17 A When we're phys -- physically doing work.

18 Q So would it be correct that the Construction Influence
19 Area is an area that is being configured or prepared for
20 the construction work zone?

21 MR. COLLISON: I'm going to object to the
22 question being leading in nature.

23 THE WITNESS: Could you -- could you repeat
24 that, please.

25 MR. HAMO: Yeah.

1 Q (BY MR. HAMO) So, would the Construction Influence Area
2 then be an area that is being configured or prepared for
3 the work zone --

4 MR. COLLISON: Same objection.

5 Q (BY MR. HAMO) -- the construction work zone?

6 MR. COLLISON: I'm sorry. Same objection.

7 THE WITNESS: In this case, it -- it
8 encapsulates the traffic control. So we're taking
9 traffic down to one lane and that -- that includes this
10 area, so --

11 Q (BY MR. HAMO) Does that also include the warning signs
12 for motorists to see?

13 A Yeah. It -- it could. Again, I don't know how the exact
14 limits are -- are established. But it oftentimes, you
15 know, 2 miles west of Ballenger Road, that's definitely
16 gonna include some of the traffic control leading up to
17 it and some of the closures --

18 Q Okay.

19 A -- for the project.

20 Q Okay. The -- Can you authenticate that Exhibit 1
21 accurately describes the traffic restrictions for this
22 project?

23 MR. COLLISON: Objection; form and foundation
24 of the question.

25 MR. HAMO: It's in paragraph d. on Exhibit 1.

1 THE WITNESS: Per this document, it says in
2 Section d. that's referenced here, highlighted, posted
3 speed limit during construction will be reduced to 60
4 miles per hour when barrier wall is present, 45 miles an
5 hour where workers present.

6 Q (BY MR. HAMO) Okay.

7 A So that would be the -- the speed limit established for
8 the project within the working area.

9 Q And that's the Construction --

10 A Or leading up to --

11 Q -- Influence Area?

12 A Yeah. The 60 mile an hour would --

13 Q Yes.

14 A -- would take place wherever that sign is present --

15 Q Okay.

16 A -- from that point on --

17 Q Okay.

18 A -- throughout the work area.

19 Q I want you to take a look at -- at the enlarged Exhibit
20 1-A, which is behind here. Move it over a little bit for
21 our videographer to be able to pick it up.

22 The enlarged Exhibit 1-A, does that -- I want
23 you to look at Exhibit 1-A and Exhibit 1 in front of you.
24 Do they appear to be the exact same?

25 A (Reviewing) Yes.

1 Q Okay. And both of those are taken out of, word for word,
2 Exhibit 5, correct?

3 **A They appear to be.**

4 MR. COLLISON: I'm going to object to the
5 foundation for -- for that question.

6 MR. HAMO: I'd move for the admission of
7 Exhibits 1 and 1-A.

8 Q (BY MR. HAMO) Next, now, Mr. Welch, on November 22nd,
9 2017, in light of what you've already testified to, can
10 you authenticate that the road project would be wrapping
11 up Stage 1-B configuration on eastbound I-69?

12 **A What was that date again?**

13 Q November 22nd, 2017.

14 **A Again, this project was five years ago. That date, you**
15 **know, is quite -- quite long ago. But I do remember we**
16 **were working on the project right up until the day before**
17 **Thanksgiving. So I would say that that -- I don't know**
18 **exactly what date that falls on that year, but, yes, we**
19 **were working.**

20 Q Okay. And that would be the Stage 1-B configuration?

21 **A Correct.**

22 Q Okay. That was for eastbound I-69, correct?

23 **A Yes.**

24 Q And what does "configuration" mean?

25 **A That would be the -- Well, we have different stages where**

1 different work would be done. So Stage I-A had certain
2 work. Stage 1 -- 1-B, 2 and -- and so forth. So, the
3 plans and specifications indicated what the traffic
4 control setup would be and what work would be included in
5 those particular stages.

6 Q Would that include signage sequence and closures posted
7 up to the construction point?

8 A Yes, usually.

9 Q Okay.

10 A So...

11 Q That's all part of the configuration of what we call a
12 configuration?

13 A Yeah. Whatever we had set up for that Stage 1-B,
14 whatever the -- the plans and specs said, you know, if --
15 if it was a single lane closure or closure and detour,
16 whatever was set up for this project, that would be the
17 configuration setup to maintain the traffic.

18 Q All right. And we'll come to that.

19 I want to now show you Exhibit 2 and have you
20 look at that for a second. Ask you, did you provide me
21 with this overhead view?

22 A I did.

23 Q And you'll notice I have Exhibit 2-A, which is blown up
24 here to your -- to the -- to your left. Is Exhibit 2-A
25 the same as Exhibit 2?

1 **A It appears to be.**

2 Q Okay. I can turn it a little bit so you can see it
3 better.

4 Can you authenticate what Exhibit 2 depicts --

5 MR. COLLISON: Object --

6 Q (BY MR. HAMO) -- 2 and 2-A?

7 MR. COLLISON: Object to the form and
8 foundation.

9 THE WITNESS: This exhibit, you had asked me to
10 provide approximately where the CIA would fall in
11 reference to Exhibit 5, where it says that the CIA is 2
12 miles west of Ballenger Highway.

13 Q (BY MR. HAMO) And, again, the CIA is the Construction
14 Influence Area for the --

15 **A Correct.**

16 Q -- benefit of the jury?

17 MR. COLLISON: Objection, leading.

18 THE WITNESS: So the Construction Influence
19 Area would begin, as -- as stated in this document, at
20 Ballenger Highway, which is the dot on the -- the white
21 dot on the right.

22 Q (BY MR. HAMO) I'm going to give you a pointer, a laser
23 pointer. You can push the bottom like that.

24 **A Sure.**

25 Q And you can maybe point it to --

1 **A** **This is Ballenger Highway right here.**

2 **Q** **Uh-hunh.**

3 **A** **The document states that it's approximately 2 miles west**
4 **of Ballenger Highway. So this point right here is where**
5 **the actual reconstruction of the roadway took place. So**
6 **if you measure from that point down to this point**
7 **over here --**

8 **Q** **"That point" being...?**

9 **A** **This point would be the left -- left side of the chart**
10 **here. It's approximately 2 miles from the Point of**
11 **Beginning of construction here, which is just east of**
12 **Ballenger Highway.**

13 **Q** **Mm-hmm.**

14 **A** **Two miles west of that point is right there, right --**
15 **right approximately where the Bristol Road ramp comes in.**

16 **Q** **That's the Bristol Road ramp?**

17 **A** **Yes.**

18 **Q** **Okay. Going to eastbound I-69?**

19 **A** **Yes. There's -- Bristol Road is right here, and this is**
20 **I-69, so...**

21 **Q** **I'm going to give you a red marker and ask you on Exhibit**
22 **2 in front of you if you could draw a circle around the**
23 **Bristol Road eastbound I-69 entrance ramp that you just**
24 **identified, please, both on the document in front of you**
25 **and then on the -- the enlarged.**

1 **A** There's actually two different entrances from Bristol
2 Road to eastbound -69.

3 Q Okay.

4 **A** So there's a circle ramp for -- for eastbound Bristol to
5 eastbound -69, and there's a ramp for westbound Bristol
6 to eastbound -69.

7 Q Okay. I -- I want the eastbound one circled.

8 **A** Eastbound Bristol Road?

9 Q The eastbound ramp, the ramp -- Bristol Road entrance
10 ramp for eastbound I-69.

11 **A** Correct. There's two of them. So there's --

12 Q Okay.

13 **A** -- there's one for eastbound Bristol Road to eastbound
14 -69.

15 Q Yes.

16 **A** And westbound Bristol Road to eastbound -69.

17 Q Does that circle that you just made encompass both of
18 those? You can make it larger if you need to.

19 **A** I highlighted both of them, so...

20 Q That's good. Okay. Would you also do that on -- on --
21 on this overhead, please.

22 And -- and while I have you up, I'm also going
23 to ask you to please draw a circle around the approximate
24 Point of Beginning as well that you identified before.

25 **A** This is where the project started.

1 Q That's the --

2 A Right here.

3 Q -- Point of Beginning?

4 A This red dot here.

5 Q Is that the Point of Beginning right here?

6 A Yes.

7 Q Is that known as POB?

8 A That's correct.

9 Q Okay.

10 A This ramp right here is westbound Bristol to eastbound
11 I-69. There's a circle ramp right here. That would be
12 eastbound Bristol Road to eastbound I-69. And the 2 mile
13 point would be right there.

14 Q Okay. Would you -- the same notations that you made on
15 the -- on the larger overhead, would you make them on the
16 smaller exhibit too as well, please. And just for your
17 writing on the bottom right there where there's more room
18 if you want.

19 A (Complying) It's hard to write with this marker.

20 Q Sorry about that.

21 A (Complying)

22 Q Okay. Thank you for doing that.

23 Now, then in summary, is your testimony that
24 this Exhibit 2 and 2-A provides us with an overhead view
25 from the Point of Beginning at Ballenger Highway to

1 Bristol Road eastbound I-69 entrance ramps?

2 MR. COLLISON: I'm going to object to the form
3 of the question. It's leading in nature. He's -- His
4 testimony speaks for itself. He doesn't need a summary
5 of what he just said. So that's the objection.

6 THE WITNESS: Can you repeat the question.

7 Q (BY MR. HAMO) Yes. For the jury's benefit, is -- is
8 this -- is what we -- what -- the summary of what we just
9 went through, can you authenticate that Exhibit 2 and
10 2-A, which are the same, provides us with an overhead
11 view from the Point of Beginning of Ballenger -- at
12 Ballenger Highway to the Bristol Road eastbound I-69
13 entrance ramp?

14 A Correct.

15 MR. HAMO: I move for the admissions of Exhibit
16 2 and 2-A.

17 Q (BY MR. HAMO) I'm going to show you now Exhibit 3, which
18 is a two-page document, Mr. Welch. And I'll have you
19 take a look at that for a second. And while you're
20 taking a look at that, I'm going to bring it up -- the
21 overhead up of the same document.

22 A (Reviewing Exhibit 3)

23 Q Having looked at Exhibit 3, the two-page Exhibit 3, did
24 you provide me with this overhead view?

25 A Yes, I did.

1 Q Is the enlarged Exhibit 3-A right to your -- right behind
2 you the same as the two-page Exhibit 3?

3 **A Yes, it is.**

4 Q Can you authenticate what the red dot in the first page
5 of Exhibit 3 depicts.

6 MR. COLLISON: Object to foundation.

7 Go ahead.

8 THE WITNESS: The red dot represents the
9 approximate location of the message board that we would
10 have had that indicates that lane road work ahead. I
11 don't -- I can't say exactly what would have been on the
12 message board at the time. But we usually put something
13 similar to like "Road work Ahead 1 Mile" or "Lane Closed
14 Ahead," something like that so...

15 Q (BY MR. HAMO) Okay.

16 **A Yeah.**

17 Q Okay. And that message board would be located near the
18 Bristol Road entrance ramp to I-69?

19 **A Yes. It was located in between the westbound Bristol
20 Road to I-69 ramp and east -69 proper.**

21 Q Like in that grassy area there --

22 **A Correct.**

23 Q -- in between?

24 **A In the green belt area, so...**

25 Q Got it.

1 Can you authenticate what page 2 of Exhibit 3
2 depicts.

3 MR. COLLISON: Object to foundation.

4 THE WITNESS: Page 2 is provided because at
5 Point Zero would have been where our arrow board would be
6 placed and our maintaining traffic documents or plans.
7 And our first sign would have been placed 28 feet (sic)
8 per the plan from that point.

9 Q (BY MR. HAMO) How many feet?

10 A **Twenty-eight hundred.**

11 Q Twenty-eight hundred feet?

12 A **Mm-hmm.**

13 Q Okay. With the pointer, can you use the overhead and
14 show the jury where that 2800 feet mark would be, which
15 would be the speed limit sign.

16 A **It would be at this -- this location right here.**

17 Q Would you take your red -- that red marker and -- and
18 circle that approximate area where the speed limit sign
19 would be located on both that document as well as the
20 smaller one, please.

21 A **(Complying)**

22 Q And the smaller one too.

23 A **Yeah.**

24 Q Oh, you already did that on the smaller one?

25 A **Yeah.**

1 Q Okay. Thank you.

2 MR. HAMO: I'd move for the admissions of
3 Exhibits 3 and 3-A.

4 Q (BY MR. HAMO) Now, I'm going to show you what I've --
5 we've marked as Exhibit 4, two-page document again. And
6 I will take a moment and bring that up as well on the
7 overhead, or the enlarged documents.

8 These again are MDOT documents, correct?

9 A **That's correct. These are from the construction plans**
10 **that were utilized for the project.**

11 Q Okay. And did you provide me with these documents?

12 A **I did.**

13 Q Is the enlarged Exhibit 4, which we have here, the same
14 as the two-page Exhibit 4 that you have in front of you?

15 A **Yes, they are.**

16 Q I notice at the bottom of the MDOT documents, the plans
17 -- Is this -- Is "plan" the right word to use for Exhibit
18 4-A --

19 A **Yes.**

20 Q -- this document?

21 A **Plan sheet.**

22 Q Plan sheet is what it's called?

23 A **Maintaining traffic --**

24 Q Yeah, what's this called --

25 A **Yeah, the plan sheet.**

FLINT TOWNSHIP POLICE DEPARTMENT PROFESSIONAL STANDARD SECTION PERSONNEL COMPLAINT / DIRECTIVE INQUIRY FORM

This department adheres to the policy of investigating all allegations of misconduct or complaints regarding the policies or procedures of the department. The goal of the department is to ensure that objectivity, fairness, and justice is assured by intensive, impartial investigation and review. Unless the complaint and allegations is of such magnitude that it requires additional time for review, all complaints will be resolved as soon as practicable. During the course of an investigation, the Chief, or his designee shall notify you concerning the status of the complaint and will notify you of the findings of the investigation conducted by the department.

Your Name: Dawn Muma (on behalf of the Muma family)

Your Address: 525 Luce Ave Flushing MI 48433

Your Phone: (810)-874-7900 Work Phone: (810) 733-2226

Date and time of Incident: 11/22/17 However the file was held by your office for

Location of the Incident: I-69 E + I-75 Interchange (300A West of Interchange) over 4 yrs!

Reason for the Complaint

Our loved one, David Troy Muma was killed in a car crash. All of the reports from your office omit the fact this crash was in a work zone! This obstructed justice in a felony matter and these false reports are still being used by the Defendant, Katherine Nolley, stating that David Muma caused his own death. We have our phone records and emails all showing that we have reach out to your office regarding this matter right from the start and were told that you don't have an internal affairs department. I only obtained this form after relaying what the Attorney General's office told me to relay.

(Use supplemental pages as necessary)

FOR INTERNAL USE ONLY

As you can see from the reports in your file, several members in your office + the MSP conspired to pass off lies as truth

Signature & Date: Dawn Muma

Received by: _____

In Person: _____ By Mail: _____ By Telephone: _____ Other: _____

P.C. #: _____ Assigned to: _____

PRELIMINARY DISPOSITION:

No Further Investigation ☐ Further Investigation Necessary ☐ Complaint Resolved ☐

So much so that the narrative on the crash report says Muma was traveling 90mph and passed Nolley who was traveling close to 80 mph when he cut over to exit at I-75 while hitting his brakes abruptly. Curiously enough the blackbox data shows 5 seconds pre-impact Muma had already slowed to 41mph and had been slowing for at least 8 full seconds intermittently, never abruptly and Nolley was traveling a consistent 76 mph.

The cut off portion says: "How can a person traveling in the 40's pass someone traveling in the 70's?"

TRAVELING 70's

PONT TOWNSHIP POLICE DEPARTMENT
CHIEF BRAD WANGLER

Dan Muma
601 East Avenue
Farmington, MI 48433

Dan Muma,

you have been in contact with members of this Police Department regarding a fatal crash involving David Muma. You were provided with a personnel complaint form which you filled out and emailed to Chief Wangler. I spoke with you on the phone, interviewed members of the Police Department involved in the crash investigation, and reviewed significant reports and evidence. I have completed the investigation and reported my findings to Chief Wangler.

The investigation has found your complaint against Detective Minto and other involved (officers) is unfounded.

Thank you.



HAMO LAW FIRM

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Attorneys

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www.hamolaw.com

George Hamo

August 20, 2018

Detective Alex Minto
Flint Township P.D.
5200 Norko Dr.
Flint, MI 48507

Re: Incident#: C9711
Complaint#: 17-39910823
Date of Accident: 11/22/2017 @17:58 (5:58 pm)

Dear Detective Minto,

In regards to the above accident and your continued investigation of it, attached for your review are the printed Verizon Text Message Detail, Revised VOLTE Calls list, as well as the Incoming/Outgoing Call Detail for driver Katherine Lillian Nolley (phone# 810-599-3286; DOB 5/2/1968) for the accident date of November 22, 2017 between the time frame of 16:12 (4:12 pm) and 22:32 (10:32 pm).

To assist in understanding the enclosed, highlighted in 'Yellow' are text messages and phone calls sent by Ms. Nolley between the specified time periods *below*. Highlighted in 'Green' are text messages and phone calls Ms. Nolley received for the specified time periods *below*. 'MO' identifies outgoing text messages, 'MT' identifies incoming text messages.

Per the Verizon representative, the destination address of 9.0008E+11 is their systems identifier for text messages which have been saved to the cloud.

The UD-10 reports the crash date of November 22, 2017 and the reported crash time of 17:58 (5:58 pm). Between the time frame of 17:49 (5:49 pm) and 17:58 (5:58 pm), there were a total of 14 text messages sent and received from Ms. Nolley's phone over only 9 minutes:

- * 1 received at 17:49 (5:49 pm);
- * 1 sent at 17:50 (5:50 pm);
- * 3 received, 1 sent at 17:52 (5:52 pm), total of 4 text messages;
- * 3 sent, 1 received at 17:53 (5:53 pm), total of 4 text messages;

- * 1 received at 17:54 (5:54 pm);
- * 1 sent at 17:56 (5:56 pm);
- * 1 received at 17:57 (5:57 pm);
- * 1 sent at 17:58 (5:58 pm).

Regarding incoming and outgoing phone calls from or to Ms. Nolley:

- 1 40 second phone call received by Ms. Nolley at 17:44 (5:44 pm);
- 1 2 second phone call sent by Ms. Nolley at 17:58 (5:58 pm);
- 1 49 second phone call sent by Ms. Nolley at 17:59 (5:59 pm).

The CD from Verizon containing the above information, as well as the password/log in/other information for the CD Verizon provided to us, is also enclosed for your confirmation, if needed. We trust you will incorporate this into your investigation.

Cordially Yours,


George Hamo

GH/ns

Enc.

cc. Client

Tim Robbins, MCrash

Allan Ogg (letter only)

Historical SMS (Text Message) Detail Report Explanation Form

MSG_ELEM_NUM	SWITCH_TYPE_AND	MDN	MSG_SEND_DT_TM	MSG_DELVR_DT_TM	MSG_CAPBLN_STAT	ORIG_ADDR	DEST_ADDR	MSG_DIRN_IND	MAN
This is the SMSC platform (switch) that processed the text message.	Indicates one of two switch types - M or L. This is used to determine the MSG_CAPBLN_STAT codes.	This is your Target ID.	This is the Date & Time that the text message was sent.	This is the Date & Time when the text message was delivered.	Message completion status indicator	This is the message sender	This is the recipient of the message	This is the direction of the text message	The MAN is the unique identifier for the network(s) used to route traffic for a destination. It is not always the same as the MDN.
* Additional codes below									
				OT=Delivered				1=Incoming, 2=Outgoing 3=Incoming, 4=Outgoing LAT=Incoming, MO=Outgoing	

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[illegible]

verizon

VERIZON SECURITY ASSISTANCE TEAM
180 Washington Valley Road | Bedminster, NJ 07921
Phone: 800-451-5242 | Fax 888-667-0026, 888-667-0028

Historical Call Detail Explanation Form

Network Element	Mobile Directory #	Dialed Digit	Call Direction	Seizure Date Time	Seizure Duration	Calling Party Number
This is the switching equipment that transacted the call. A switch is named by the basic geographic area it covers. Switches route calls for hundreds of cell sites.	The called subscriber's Mobile Directory Number (MDN)	This is the number dialed to initiate the call. For inbound calls this number will be the same as the Mobile Directory Number column and for outbound calls this is the number your target dialed. If you see the code 1191 appearing before the 10 digit target number (including area code), please refer to the VolTE Call Detail report provided. The VolTE report will show the actual call transaction.	This is the type of call, e.g. inbound, outbound, or voicemail. Inbound calls display the following numbers: 0 & 6. Calls to voicemail or mobile forwarded calls display the letter "F". Outbound calls display the following numbers: 1 & 3 Mobile to Mobile calls display the number 2. Any other letter or number is a routing or unknown call type and does not detail actual transactional data for a completed call. Subscriber information is not available for routing numbers.	This is the exact date and time of the start of each call	This is the duration of the call in seconds	This is the calling party that initiated the call. If the call is outbound this column will be the same as the Mobile Directory Number. If the call is inbound, this is the number that dialed your target.

When the #s in the Mobile Directory Number column and the Calling Party Number column are all different, then you are looking at a routing #. The Routing # will appear in the Dialed Digit column. (All three numbers are different)

If you see your target # in the Mobile Directory Number column, the Dialed Digit column and the Calling Party Number column, then you are looking at your target checking his/her voicemail. (All three numbers are the same)

- *86 is voicemail retrieval
- *225 is checking account balance
- *846 is checking minutes
- *777 is datatweb services
- *738 is prepaid voicemail retrieval
- *729 is adding minutes for prepaid
- *67 Activates Selective Caller ID Block
- *82 Deactivates Selective Caller ID Blocking

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VERIZON SECURITY ASSISTANCE TEAM
 180 Washington Valley Rd | Basking Ridge, NJ 07921
 Phone: 800-451-5242 | 888-667-0026 888-667-0028

VOLTE Call Detail Explanation Form

Record Open Date/Time	Record Open Dt/Tm(GMT)	DIR	MSISDN	Called #	CPN	SOU	RAT	VPE /	VZWIN Network
Start Time of the call (local time)	Start Time of the call (GMT)	MO = Outbound Call MT = Incoming Call MF = Forwarding Call	This is your target #	This is the number dialed to initiate the call. For inbound calls this number will be the same as the Mobile Directory Number (MSISDN) column and for outbound calls this is the number your target dialed	This is the calling party that initiated the call. If the call is outbound this column will be the same as the Mobile Directory Number (MSISDN), if the call is inbound, this is the number that dialed your target	Call Duration in Seconds (Seconds of Use)	Radio Access Technology (1x = 3g Voice, LTE = 4g Voice, VoLTE = 4g Voice over Wi-Fi)	Endpoints Connected Indicator Displays TMA for Wi-Fi calling records	Indicates if the call processed through a network-extended device or is using the Verizon for Business service.

Call Face (Sector) Breakdown

- 1 = Sector "D1" (Alpha)
- 12 = Sector "D1" (Alpha)
- 2 = Sector "D2" (Beta)
- 22 = Sector "D2" (Beta)
- 3 = Sector "D3" (Gamma)
- 32 = Sector "D3" (Gamma)

* 86 is voicemail retrieval

#225 is checking account balance

#646 is checking minutes

#777 is data/web services

#738 is prepaid voicemail retrieval

#729 is adding minutes for prepaid

* 67 Activates Selective Caller ID Block

* 82 Deactivates Selective Caller ID Blocking

File Unzip Share Edit Backup Tools Settings View Help Upgrade

Files > 180125683ResponsePacket.zip

Recent Zip Files

	180125683ResponsePacket		180125683_incomingoutgoingcallsdetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	Bulk Download for Job 180125683 Downloads		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	hamu-photo-download-pa		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	Downloads		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	Places		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	Favorites		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	This PC		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	1.68 TB free of 1.81 TB		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	Network		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx
	Add Cloud		180125683_revisedtextmessagedetail.xlsx		180125683_moltcondenied.pdf		180125683_revisedtextmessagedetail.xlsx

☐ 8 item(s)

Zip File (8 items) 791.03 KB

Actions

Unzip All Files

Unzip to: 180125683ResponsePacket.zip

Convert & Protect Files

When adding files to the zip:

- Encrypt
- Convert to PDF
- Resize Photos
- Watermark
- Options

Save or Share Zip

- Save as...
- Email
- Instant message

Revised Text Message Detail

Switch			Message Completion			Message					
Network Element Name	Type	Indicator	MDN	Msg Send Date	Msg Deliver Date	Status	Originating Address	Destination	Direction	Indicator	MIN
Southfield_SMSC231	L		8105993286	11/22/17 16:12	11/22/17 16:12	1	8105993286	5863374380 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 16:12	11/22/17 16:12	1	8105993286	9.0008E+11 MO	MO		0
Westland_SF07SL	L		8105993286	11/22/17 16:13	11/22/17 16:13	1	8105993286	9.0008E+11 MO	MO		0
Westland_SF07SL	L		8105993286	11/22/17 16:13	11/22/17 16:13	1	5863374380	8105993286 MT	MT		0
Southfield_SMSC230	L		8105993286	11/22/17 16:17	11/22/17 16:17	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 16:17	11/22/17 16:17	1	8105993286	5863374380 MO	MO		0
Westland_SF04SL	L		8105993286	11/22/17 16:17	11/22/17 16:17	1	8105993286	8105993286 MT	MT		0
Westland_SF04SL	L		8105993286	11/22/17 16:17	11/22/17 16:17	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 16:18	11/22/17 16:18	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 16:19	11/22/17 16:19	1	8105993286	5863374380 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 16:19	11/22/17 16:19	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 16:19	11/22/17 16:19	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 16:19	11/22/17 16:19	1	8105993286	9.0008E+11 MO	MO		0
Westland_SF07SL	L		8105993286	11/22/17 16:20	11/22/17 16:20	1	5863374380	5863374380 MO	MO		0
Westland_SF07SL	L		8105993286	11/22/17 16:20	11/22/17 16:20	1	8105993286	8105993286 MT	MT		0
Southfield_SF05SL	L		8105993286	11/22/17 16:20	11/22/17 16:20	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF05SL	L		8105993286	11/22/17 16:20	11/22/17 16:20	1	2483214983	8105993286 MT	MT		0
Southfield_SF06SL	L		8105993286	11/22/17 16:20	11/22/17 16:20	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF06SL	L		8105993286	11/22/17 16:20	11/22/17 16:20	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 16:21	11/22/17 16:21	1	5863374380	8105993286 MT	MT		0
Southfield_SMSC231	L		8105993286	11/22/17 16:21	11/22/17 16:21	1	8105993286	2483214983 MO	MO		0
Southfield_SF05SL	L		8105993286	11/22/17 16:21	11/22/17 16:21	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF05SL	L		8105993286	11/22/17 16:21	11/22/17 16:21	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 16:21	11/22/17 16:21	1	2483214983	8105993286 MT	MT		0
Southfield_SMSC230	L		8105993286	11/22/17 16:21	11/22/17 16:21	1	8105993286	5863374380 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 16:22	11/22/17 16:22	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 16:22	11/22/17 16:22	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF03SL	L		8105993286	11/22/17 16:24	11/22/17 16:24	1	5863374380	8105993286 MT	MT		0
Southfield_SF03SL	L		8105993286	11/22/17 16:24	11/22/17 16:24	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 16:25	11/22/17 16:25	1	8105993286	5863374380 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 16:25	11/22/17 16:25	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF05SL	L		8105993286	11/22/17 16:27	11/22/17 16:27	1	5863374380	8105993286 MT	MT		0
Southfield_SF05SL	L		8105993286	11/22/17 16:27	11/22/17 16:27	1	8105993286	9.0008E+11 MO	MO		0

Switch	Network Element Name	Indicator	MDN	Msg Send Date	Msg Deliver Date	Completion	Originating Address	Destination Address	Direction	Indicator	Min
	Westland_SF07SL	L	8105993286	11/22/17 16:27	11/22/17 16:27	1	5863374380	8105993286 MT			0
	Westland_SF07SL	L	8105993286	11/22/17 16:27	11/22/17 16:27	1	8105993286	9.0008E+11 MO			0
	Westland_SF04SL	L	8105993286	11/22/17 16:27	11/22/17 16:27	1	5863374380	8105993286 MT			0
	Westland_SF04SL	L	8105993286	11/22/17 16:27	11/22/17 16:27	1	8105993286	9.0008E+11 MO			0
	Southfield_SF05SL	L	8105993286	11/22/17 16:28	11/22/17 16:28	1	5863374380	8105993286 MT			0
	Southfield_SF05SL	L	8105993286	11/22/17 16:28	11/22/17 16:28	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	8105993286	11/22/17 16:31	11/22/17 16:31	1	8105993286	5863374380 MO			0
	Southfield_SMSC231	L	8105993286	11/22/17 16:31	11/22/17 16:31	1	8105993286	9.0008E+11 MO			0
	Westland_SF04SL	L	8105993286	11/22/17 16:31	11/22/17 16:31	1	8105993286	9.0008E+11 MO			0
	Westland_SF04SL	L	8105993286	11/22/17 16:31	11/22/17 16:31	1	8105993286	8105993286 MT			0
	Southfield_SF07SL	L	8105993286	11/22/17 16:32	11/22/17 16:32	1	8105993286	9.0008E+11 MO			0
	Southfield_SF07SL	L	8105993286	11/22/17 16:32	11/22/17 16:32	1	5863374380	8105993286 MT			0
	Southfield_SF07SL	L	8105993286	11/22/17 16:32	11/22/17 16:32	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC230	L	8105993286	11/22/17 16:35	11/22/17 16:35	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC230	L	8105993286	11/22/17 16:35	11/22/17 16:35	1	8105993286	5863374380 MO			0
	Southfield_SMSC231	L	8105993286	11/22/17 16:36	11/22/17 16:36	1	8105993286	5863374380 MO			0
	Southfield_SMSC231	L	8105993286	11/22/17 16:36	11/22/17 16:36	1	8105993286	9.0008E+11 MO			0
	Southfield_SF06SL	L	8105993286	11/22/17 16:40	11/22/17 16:40	1	5863374380	8105993286 MT			0
	Southfield_SF06SL	L	8105993286	11/22/17 16:40	11/22/17 16:40	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	8105993286	11/22/17 16:41	11/22/17 16:41	1	8108521600	8105993286 MT			0
	Southfield_SMSC231	L	8105993286	11/22/17 16:41	11/22/17 16:41	1	8105993286	9.0008E+11 MO			0
	Southfield_SF01SL	L	8105993286	11/22/17 16:42	11/22/17 16:42	1	8105993286	9.0008E+11 MO			0
	Southfield_SF01SL	L	8105993286	11/22/17 16:42	11/22/17 16:42	1	3139109900	8105993286 MT			0
	Southfield_SF08SL	L	8105993286	11/22/17 16:48	11/22/17 16:48	1	2483214983	8105993286 MT			0
	Southfield_SF08SL	L	8105993286	11/22/17 16:48	11/22/17 16:48	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	8105993286	11/22/17 16:55	11/22/17 16:55	1	8105993286	5863374380 MO			0
	Southfield_SMSC230	L	8105993286	11/22/17 16:55	11/22/17 16:55	1	8105993286	2483214983 MO			0
	Southfield_SMSC230	L	8105993286	11/22/17 16:55	11/22/17 16:55	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC230	L	8105993286	11/22/17 16:56	11/22/17 16:56	1	8105993286	3139109900 MO			0
	Southfield_SMSC230	L	8105993286	11/22/17 16:56	11/22/17 16:56	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC230	L	8105993286	11/22/17 16:56	11/22/17 16:56	1	8105993286	9.0008E+11 MO			0
	Southfield_SF04SL	L	8105993286	11/22/17 16:59	11/22/17 16:59	1	8105993286	8108521600 MO			0
	Southfield_SF04SL	L	8105993286	11/22/17 16:59	11/22/17 16:59	1	8105993286	9.0008E+11 MO			0

Switch		Message				Message			
Type	Indicator	MDN	Msg Send Date	Msg Deliver Date	Completion Status	Originating Address	Destination Address	Direction Indicator	MIN
Network Element	Name								
1	Southfield_SF04SL	L	8105993286	11/22/17 16:59	11/22/17 16:59	1	3139109900	8105993286 MT	0
2	Southfield_SF08SL	L	8105993286	11/22/17 16:59	11/22/17 16:59	1	8105993286	9.0008E+11 MO	0
3	Southfield_SF08SL	L	8105993286	11/22/17 16:59	11/22/17 16:59	1	3139109900	8105993286 MT	0
4	Southfield_SF08SL	L	8105993286	11/22/17 17:00	11/22/17 17:00	1	3139109900	8105993286 MT	0
5	Southfield_SF08SL	L	8105993286	11/22/17 17:00	11/22/17 17:00	1	8105993286	9.0008E+11 MO	0
6	Southfield_SF04SL	L	8105993286	11/22/17 17:03	11/22/17 17:03	1	0	8105993286 MT	0
7	Westland_SF05SL	L	8105993286	11/22/17 17:03	11/22/17 17:03	1	84045	8105993286 MT	0
8	Westland_SF05SL	L	8105993286	11/22/17 17:03	11/22/17 17:03	1	8105993286	9.0008E+11 MO	0
9	Southfield_SF01SL	L	8105993286	11/22/17 17:04	11/22/17 17:04	1	0	8105993286 MT	0
10	Southfield_SF04SL	L	8105993286	11/22/17 17:04	11/22/17 17:04	1	0	8105993286 MT	0
11	Southfield_SF05SL	L	8105993286	11/22/17 17:04	11/22/17 17:04	1	0	8105993286 MT	0
12	Southfield_SMSC230	L	8105993286	11/22/17 17:04	11/22/17 17:04	1	8105993286	9.0008E+11 MO	0
13	Southfield_SMSC230	L	8105993286	11/22/17 17:04	11/22/17 17:04	1	8105993286	8108521600 MO	0
14	Southfield_SMSC230	L	8105993286	11/22/17 17:04	11/22/17 17:04	1	8105993286	9.0008E+11 MO	0
15	Southfield_SMSC230	L	8105993286	11/22/17 17:04	11/22/17 17:04	1	8105993286	3139109900 MO	0
16	Southfield_SF01SL	L	8105993286	11/22/17 17:05	11/22/17 17:05	1	0	8105993286 MT	0
17	Southfield_SF01SL	L	8105993286	11/22/17 17:05	11/22/17 17:05	1	0	8105993286 MT	0
18	Southfield_SMSC231	L	8105993286	11/22/17 17:06	11/22/17 17:06	1	8105993286	9.0008E+11 MO	0
19	Southfield_SMSC231	L	8105993286	11/22/17 17:06	11/22/17 17:06	1	8105993286	2483214983 MO	0
20	Southfield_SF01SL	L	8105993286	11/22/17 17:07	11/22/17 17:07	1	0	8105993286 MT	0
21	Southfield_SF01SL	L	8105993286	11/22/17 17:07	11/22/17 17:07	1	0	8105993286 MT	0
22	Southfield_SMSC231	L	8105993286	11/22/17 17:12	11/22/17 17:12	1	8105993286	3139109900 MO	0
23	Southfield_SMSC231	L	8105993286	11/22/17 17:12	11/22/17 17:12	1	8105993286	9.0008E+11 MO	0
24	Southfield_SF05SL	L	8105993286	11/22/17 17:12	11/22/17 17:12	1	3139109900	8105993286 MT	0
25	Southfield_SF05SL	L	8105993286	11/22/17 17:12	11/22/17 17:12	1	8105993286	9.0008E+11 MO	0
26	Southfield_SMSC230	L	8105993286	11/22/17 17:13	11/22/17 17:13	1	8105993286	2483214983 MO	0
27	Southfield_SMSC230	L	8105993286	11/22/17 17:13	11/22/17 17:13	1	8105993286	9.0008E+11 MO	0
28	Southfield_SF07SL	L	8105993286	11/22/17 17:13	11/22/17 17:13	1	8105993286	9.0008E+11 MO	0
29	Southfield_SF07SL	L	8105993286	11/22/17 17:13	11/22/17 17:13	1	3139109900	8105993286 MT	0
30	Southfield_SMSC231	L	8105993286	11/22/17 17:14	11/22/17 17:14	1	8105993286	9.0008E+11 MO	0
31	Southfield_SMSC231	L	8105993286	11/22/17 17:14	11/22/17 17:14	1	8105993286	3139109900 MO	0
32	Southfield_SMSC231	L	8105993286	11/22/17 17:14	11/22/17 17:14	1	8105993286	9.0008E+11 MO	0
33	Southfield_SMSC231	L	8105993286	11/22/17 17:14	11/22/17 17:14	1	8105993286	3139109900 MO	0

Switch	Network Element Name	Type	Indicator	MDN	Msg Send Date	Msg Deliver Date	Message Completion Status	Originating Address	Destination Address	Message Direction	Indicator	MIN
	Southfield_SF04SL	L	1	8105993286	11/22/17 17:14	11/22/17 17:14	1	3139109900	8105993286 MT			0
	Southfield_SF04SL	L	1	8105993286	11/22/17 17:14	11/22/17 17:14	1	8105993286	9.0008E+11 MO			0
	Southfield_SF04SL	L	1	8105993286	11/22/17 17:14	11/22/17 17:14	1	2483214983	8105993286 MT			0
	Southfield_SF04SL	L	1	8105993286	11/22/17 17:14	11/22/17 17:14	1	8105993286	9.0008E+11 MO			0
	Southfield_SF05SL	L	1	8105993286	11/22/17 17:14	11/22/17 17:14	1	3139109900	8105993286 MT			0
	Southfield_SF05SL	L	1	8105993286	11/22/17 17:14	11/22/17 17:14	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC230	L	1	8105993286	11/22/17 17:20	11/22/17 17:20	1	8108521600	8105993286 MT			0
	Southfield_SMSC230	L	1	8105993286	11/22/17 17:20	11/22/17 17:20	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:21	11/22/17 17:21	1	8108521600	8105993286 MT			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:21	11/22/17 17:21	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC230	L	1	8105993286	11/22/17 17:22	11/22/17 17:22	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC230	L	1	8105993286	11/22/17 17:22	11/22/17 17:22	1	8105993286	9.0008E+11 MO			0
	Southfield_SF08SL	L	1	8105993286	11/22/17 17:49	11/22/17 17:49	1	8105993286	9.0008E+11 MO			0
	Southfield_SF08SL	L	1	8105993286	11/22/17 17:49	11/22/17 17:49	1	6055900860	8105993286 MT			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:50	11/22/17 17:50	1	8105993286	6055900860 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:50	11/22/17 17:50	1	8105993286	9.0008E+11 MO			0
	Southfield_SF08SL	L	1	8105993286	11/22/17 17:52	11/22/17 17:52	1	6055900860	8105993286 MT			0
	Southfield_SF08SL	L	1	8105993286	11/22/17 17:52	11/22/17 17:52	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:52	11/22/17 17:52	1	8105993286	6055900860 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:52	11/22/17 17:52	1	8105993286	9.0008E+11 MO			0
	Southfield_SF06SL	L	1	8105993286	11/22/17 17:52	11/22/17 17:52	1	6055900860	8105993286 MT			0
	Southfield_SF06SL	L	1	8105993286	11/22/17 17:52	11/22/17 17:52	1	8105993286	9.0008E+11 MO			0
	Southfield_SF07SL	L	1	8105993286	11/22/17 17:52	11/22/17 17:52	1	6055900860	8105993286 MT			0
	Southfield_SF07SL	L	1	8105993286	11/22/17 17:52	11/22/17 17:52	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:53	11/22/17 17:53	1	8105993286	6055900860 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:53	11/22/17 17:53	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:53	11/22/17 17:53	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:53	11/22/17 17:53	1	8105993286	9.0008E+11 MO			0
	Southfield_SF05SL	L	1	8105993286	11/22/17 17:53	11/22/17 17:53	1	3139109900	8105993286 MT			0
	Southfield_SF05SL	L	1	8105993286	11/22/17 17:53	11/22/17 17:53	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:53	11/22/17 17:53	1	8105993286	9.0008E+11 MO			0
	Southfield_SMSC231	L	1	8105993286	11/22/17 17:53	11/22/17 17:53	1	8105993286	9.0008E+11 MO			0
	Southfield_SF06SL	L	1	8105993286	11/22/17 17:54	11/22/17 17:54	1	6055900860	8105993286 MT			0

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Switch	Type	Indicator	MDN	Msg Send Date	Msg Deliver Date	Status	Completion	Originating Address	Destination Address	Direction	Indicator	MIN
Network Element Name												
Southfield_SF06SL	L		8105993286	11/22/17 17:54	11/22/17 17:54	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 17:56	11/22/17 17:56	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 17:56	11/22/17 17:56	1	1	8105993286	6055900860 MO	MO		0
Southfield_SF05SL	L		8105993286	11/22/17 17:57	11/22/17 17:57	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF05SL	L		8105993286	11/22/17 17:57	11/22/17 17:57	1	1	6055900860	8105993286 MT	MT		0
Southfield_SMSC230	L		8105993286	11/22/17 17:58	11/22/17 17:58	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 17:58	11/22/17 17:58	1	1	8105993286	3139109900 MO	MO		0
Southfield_SF01SL	L		8105993286	11/22/17 18:09	11/22/17 18:09	1	1	3139109900	8105993286 MT	MT		0
Southfield_SF01SL	L		8105993286	11/22/17 18:09	11/22/17 18:09	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF01SL	L		8105993286	11/22/17 18:10	11/22/17 18:10	1	1	0	8105993286 MT	MT		0
Southfield_SF01SL	L		8105993286	11/22/17 18:10	11/22/17 18:10	1	1	0	8105993286 MT	MT		0
Southfield_SMSC230	L		8105993286	11/22/17 18:45	11/22/17 18:45	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 18:45	11/22/17 18:45	1	1	8105993286	6055900860 MO	MO		0
Southfield_SF04SL	L		8105993286	11/22/17 18:47	11/22/17 18:47	1	1	0	8105993286 MT	MT		0
Southfield_SF05SL	L		8105993286	11/22/17 18:48	11/22/17 18:48	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF05SL	L		8105993286	11/22/17 18:48	11/22/17 18:48	1	1	6055900860	8105993286 MT	MT		0
Southfield_SMSC231	L		8105993286	11/22/17 18:55	11/22/17 18:55	1	1	8105993286	6055900860 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 18:55	11/22/17 18:55	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF08SL	L		8105993286	11/22/17 18:56	11/22/17 18:56	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF07SL	L		8105993286	11/22/17 18:58	11/22/17 18:58	1	1	6055900860	8105993286 MT	MT		0
Southfield_SF07SL	L		8105993286	11/22/17 18:58	11/22/17 18:58	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SF07SL	L		8105993286	11/22/17 19:00	11/22/17 19:00	1	1	8105993286	6055900860 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 19:00	11/22/17 19:00	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 19:01	11/22/17 19:01	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 19:01	11/22/17 19:01	1	1	8105993286	6055900860 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 19:03	11/22/17 19:03	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 19:03	11/22/17 19:03	1	1	8105993286	5863374380 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 19:08	11/22/17 19:08	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC231	L		8105993286	11/22/17 19:08	11/22/17 19:08	1	1	8105993286	5863374380 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 19:18	11/22/17 19:18	1	1	8105993286	8103583099 MO	MO		0
Southfield_SMSC230	L		8105993286	11/22/17 19:18	11/22/17 19:18	1	1	8105993286	9.0008E+11 MO	MO		0
Southfield_SMSC51	L		8105993286	11/22/17 19:18	11/22/17 19:23	1	1	8105993286	8102401407 MO	MO		0

Incoming Outgoing Call Detail

Network Element Name	Mobile Directory Number	Dialed Digit Number	Call Direction	Seizure Dt Tm	Seizure Duration	Calling Party Number
Lahser_Pkt_Gtwy	8105993286	8105993286		5 11/22/17 16:20	16	414350268



IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	1GNCS18X94K165951
User	SGT STONEWALL
Case Number	01-491-17
EDR Data Imaging Date	12/04/2017
Crash Date	11/22/2017
Filename	01-491-17 BLAZER 1GNCS18X94K165951_ACM.CDRX
Saved on	Monday, December 4 2017 at 10:10:09
Imaged with CDR version	Crash Data Retrieval Tool 17.5.1
Imaged with Software Licensed to (Company Name)	Michigan State Police
Reported with CDR version	Crash Data Retrieval Tool 17.4.2
Reported with Software Licensed to (Company Name)	Michigan State Police
EDR Device Type	Airbag Control Module
Event(s) recovered	Non-Deployment

Comments

DLC

ROLLOVER

04 BLAZER

Data Limitations

Recorded Crash Events:

There are two types of Recorded Crash Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). It contains Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event may be overwritten by another Non-Deployment Event. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as a Deployment Level Event, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds before a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM. The second type of SDM recorded crash event is the Deployment Event. It also contains Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. If a Deployment Level Event occurs within five seconds after the Deployment Event, the Deployment Level Event will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

- SDM Recorded Vehicle Longitudinal Velocity Change reflects the change in longitudinal velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Longitudinal Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. For Deployment Events, the SDM will record 100 milliseconds of data after Deployment criteria is met and up to 50 milliseconds before Deployment criteria is met. For Non-Deployment Events, the SDM will record up to the first 150 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.
- SDM Recorded Vehicle Speed accuracy can be affected by various factors, including but not limited to the following:
 - Significant changes in the tire's rolling radius
 - Final drive axle ratio changes
 - Wheel lockup and wheel slip
- Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.
- Pre-Crash data is recorded asynchronously. The 1.0 second Pre-crash data value (most recent recorded data point) is the data point last sampled before AE. That is to say, the last data point may have been captured just before AE but no more than 1.0 second before AE. All subsequent Pre-crash data values are referenced from this data point.
- Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if:
 - The SDM receives a message with an "invalid" flag from the module sending the pre-crash data
 - No data is received from the module sending the pre-crash data
 - No module present to send the pre-crash data
- Engine Speed is reported at two times the actual value in the following vehicles, if the vehicle is equipped with a 6.6L Duramax diesel engine (RPO LB7, LBZ, LLY, or LMM):
 - 2001-2006 Chevrolet Silverado
 - 2007 Chevrolet Silverado Classic



- 2001-2006 GMC Sierra
- 2007 GMC Sierra Classic
- 2006-2007 Chevrolet Express
- 2006-2007 GMC Savana
- 2003-2009 Chevrolet Kodiak
- 2003-2009 GMC Topkick

-Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit. If the vehicle's electrical system is compromised during a crash, the state of the Driver's Belt Switch Circuit may be reported other than the actual state.

-Passenger Front Air Bag Suppression Switch Circuit Status indicates the status of the suppression switch circuit.

-The Time Between This Event and the Previous Events is displayed in seconds. If the time between the two events is greater than five seconds, 'N/A' is displayed in place of the time.

-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.

-If the vehicle is a 2000 - 2002 Chevrolet Cavalier Z24 or a Pontiac Sunfire GT, with a manual transmission (RPO MM5) and a 2.4L engine (RPO LD9), the Brake Switch Circuit Status data will be reported in the opposite state than what actually occurred, e.g. an actual brake switch status of 'ON' will be reported as 'OFF'.

-All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

-Vehicle Speed, Engine Speed, and Percent Throttle data are transmitted by the Powertrain Control Module (PCM), via the vehicle's communication network, to the SDM.

-Brake Switch Circuit Status data is transmitted by either the ABS module or the PCM, via the vehicle's communication network, to the SDM.

-The SDM may obtain Belt Switch Circuit Status data a number of different ways, depending on the vehicle architecture. Some switches are wired directly to the SDM, while others may obtain the data from various vehicle control modules, via the vehicle's communication network.

-The Passenger Front Air Bag Suppression Switch Circuit is wired directly to the SDM.

Hexadecimal Data:

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR tool.

01025_SDMG-99JXZ09-10_r004

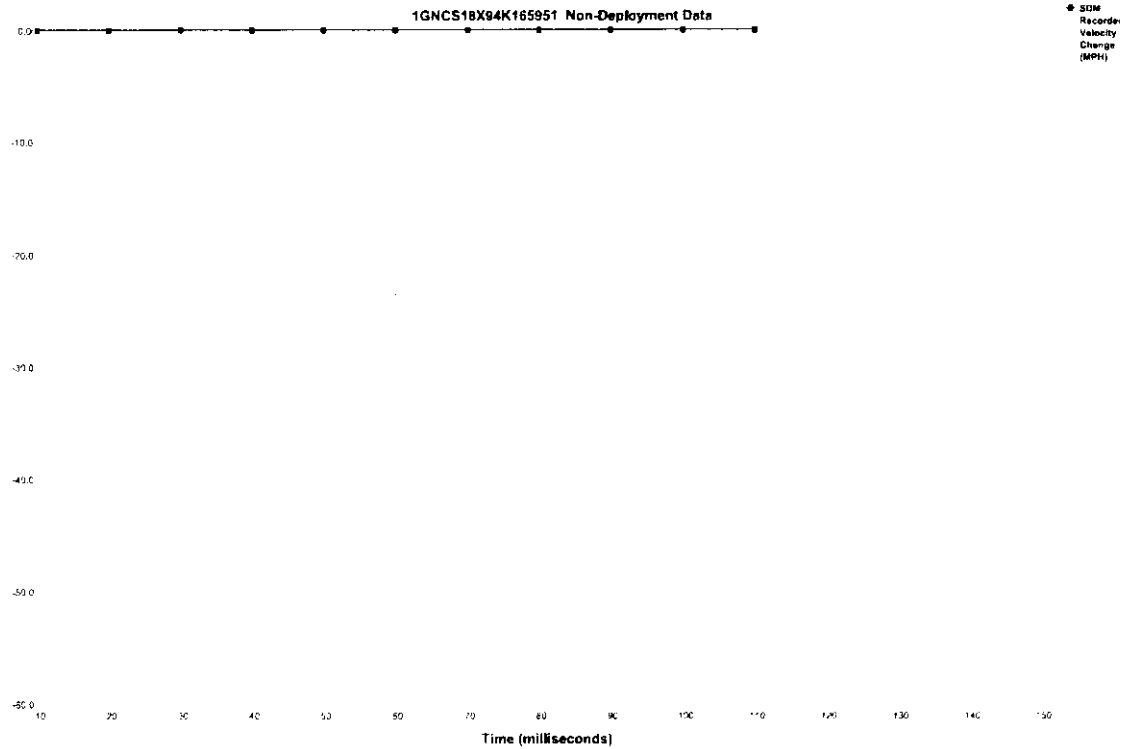


System Status At Non-Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	UNBUCKLED
Passenger SIR Suppression Switch Circuit Status (if equipped)	Air Bag Not Suppressed
Ignition Cycles At Non-Deployment	26168
Ignition Cycles At Investigation	26176
Maximum SDM Recorded Velocity Change (MPH)	-0.42
Algorithm Enable to Maximum SDM Recorded Velocity Change (msec)	95
Time Between this Event and the Previous Event (sec)	0.4

Seconds Before AE	Vehicle Speed (MPH)	Engine Speed (RPM)	Percent Throttle
-5	41	960	0
-4	29	640	0
-3	19	2880	30
-2	7	3584	30
-1	12	4480	30

Seconds Before AE	Brake Switch Circuit State
-8	ON
-7	ON
-6	OFF
-5	ON
-4	ON
-3	OFF
-2	OFF
-1	OFF


CDR CRASH DATA
RETRIEVAL


Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
SDM Recorded Velocity Change	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	N/A	N/A	N/A	N/A



Hexadecimal Data

```

$01 08 23 00 00
$02 DA D1
$03 41 53 34 31 33 34
$04 4B 41 36 33 44 33
$05 00
$06 15 07 32 52
$10 F3 37 FF
$11 86 88 87 7C 8E 00
$14 03 84 34 80
$18 83 83 84 BE FF 00
$1C FA FA FA FA FA FA
$1D FA FA FA FA FA FA
$1E FA FA
$1F FF 01 00 00 00
$20 A0 00 00 FF 7D 80
$21 FF FF FF FF FF FF
$22 FF FF FF FF FF FF
$23 FF 00 00 1F 00 00
$24 00 00 00 00 00 00
$25 00 00 00 00 FF FF
$26 FF FF 0B 14 0B 1E
$27 2F 42 00 1B 00 4C
$28 4C 4C 00 00 00 46
$29 38 2D 0A 0F 00 F3
$2A 38 FF FC 41 33 41
$2B 3F FF FF 00 00 00
$2C 00 2E 00 00
$2D 26 09 1C 00
$30 FF FF FF FF FF FF
$31 FF FF FF FF FF FF
$32 FF FF FF FF FF FF
$33 FF FF FF FF FF FF
$34 FF FF FF FF FF FF
$35 FF FF FF FF FF FF
$36 FF FF FF FF FF FF
$37 FF FF FF FF FF FF
$38 FF FF FF FF FF FF
$39 FF FF FF FF FF FF
$3A FF FF FF FF FF FF
$3B FF FF FF
$3C FF FF FF FF
$40 FF FF FF FF FF FF
$41 FF FF FF FF FF FF
$42 FF FF FF FF FF FF
$43 FF

```

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.



IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	WDDHF8JB9EA901889
User	SGT STONE
Case Number	01-491-17
EDR Data Imaging Date	12/18/2017
Crash Date	11/22/2017
Filename	01-491-17 MERC WDDHF8JB9EA901889_ACM.CDRX
Saved on	Monday, December 18 2017 at 11:13:27
Imaged with CDR version	Crash Data Retrieval Tool 17.5.1
Imaged with Software Licensed to (Company Name)	Michigan State Police
Reported with CDR version	Crash Data Retrieval Tool 17.4.2
Reported with Software Licensed to (Company Name)	Michigan State Police
EDR Device Type	Airbag Control Module
Event(s) recovered	Record 1, Record 2

Comments

DLC

14 MEEC

Data Limitations

MERCEDES-BENZ SUPPLEMENTAL RESTRAINT SYSTEM (SRS) CONTROL MODULE DATA LIMITATIONS:

General Information:

SRS Control Module data limitations are intended to assist in reading event data that has been imaged from the vehicle's SRS control module. They are not intended to provide specific information regarding data interpretation. Event data should be considered in conjunction with other available physical evidence from the vehicle and scene.

Certain MY2014 and later Mercedes-Benz passenger vehicles are designed to fulfill the requirements of 49 CFR 563 - Event Data Recorders, and to be compatible with the Bosch CDR tool.

The Recorded Crash Events can be read by the CDR tool via the vehicle's OBD connector. Connecting the CDR tool directly to the SRS Control Module should ONLY be considered if the vehicle's electrical system has been compromised. If it is necessary to remove the SRS Control Module from the vehicle, proceed with CAUTION! During bench top imaging, make sure the SRS Control Module remains stationary, and is NOT moved, tilted or rotated while connected to and powered by the CDR Interface Module. Also, after CDR imaging, wait at least one minute after power is removed from the SRS Control Module before attempting to move the module. Not following these general SRS Control Module guidelines for bench top imaging could cause new events to be recorded in the Module.

NOTE: When the CDR tool is connected directly to the SRS Control Module, the current fault status will be altered if the Module is powered-up without having all of the other vehicle inputs connected (e.g., benchtop imaging). However, this will not affect the stored fault data information in any of the Event Records.

To increase data safety, the transmitted data will be first signed by the SRS Control Module. This can take up to 60 seconds for each recorded event.

Recorded Crash Events:

Data for front, side, rear, and rollover events can be recorded as either non-deployment or deployment events. Both types of events can contain pre-crash and crash data.

The SRS Control Module can store six events in total, such as Non-Deployment Events (NDE) and Deployment Events (DE):

- A Non-Deployment Event is recorded if the change in longitudinal or lateral velocity equals or exceeds 8km/h over a 150ms timeframe. Non-Deployment Events are stored into memory but (the oldest) can be over-written by subsequent Non-Deployment or Deployment Events.
- A Deployment Event is recorded if any type of non-reversible deployable restraint device (e.g., belt pretensioners, front airbag(s), side airbag(s), side curtain airbag(s), etc.) are commanded to deploy. Deployment Events are stored into memory and cannot be over-written.

The events will be imaged by the CDR tool in chronological order (e.g. the first event is the most recent one).

If power to the SRS Control Module is interrupted during an event, all data from this event will be stored (see information "Complete file recorded"). For subsequent events, all or part of the event data record may not be recorded. Such events cannot be retrieved by the CDR tool.

The "event begin" to is initiated by:



- the change in longitudinal velocity equals or exceeds 0.8km/h over a 20ms timeframe (front threshold)
- the change in lateral velocity equals or exceeds 0.8km/h over a 5ms timeframe (side threshold)
- wake-up of the front, side or rear algorithm
- deployment of a restraint by the rollover algorithm.

The event monitoring for recording will always be 300ms even if:

- the change in longitudinal and lateral velocity equals or falls below 0.8km/h over a 20ms timeframe
- each algorithm is inactive.

Multiple Events:

Data recorded by the SRS Control Module and imaged by the CDR tool is displayed relative to t_0 , NOT the time at which the vehicle made contact with another vehicle or object.

Vehicle crash events may result in one or more stored Deployment or Non-Deployment events in the EDR.

Parallel Event: If there are more than one crash algorithms active during an accident, and if the start time for any algorithm occurs within 300ms of t_0 for another algorithm, (e.g. angular impact, where front algorithm and side algorithm starts and resets individually), then these overlapping recordings are considered a "parallel event". In this case, the initial stored event is characterized by one of the following: 1) the first triggered algorithm (e.g., front, side, or rear); 2) the first event threshold which was exceeded (e.g., longitudinal or lateral velocity threshold); or 3) the a deployment of a restraint by the rollover algorithm. Subsequent events are reported with reference to the initial event t_0 .

Multiple Event: If there are more than one crash algorithms active during an accident and if the algorithms do not overlap as described above, this is considered a "multiple event" if t_0 for any algorithm occurs within 5 seconds of t_0 for another algorithms. The chronological sequence within a multiple event is marked by the data element "multi-event, number of events." The time period between this event and the preceding event is marked in the data element "time from event n to n+1."

Separate Events: If there are more than one crash algorithms active during an accident that do not overlap in time and for which start times t_0 are set apart more than 5 seconds, then these are considered as separate events.

Data Element Sign Convention:

The sign convention is according to "NHTSA 49 CFR 563 - Event Data Recorders".

Data Element Name	Positive Sign Notation Indicates
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Vehicle Roll Angle	Clockwise Rotation around vehicles longitudinal axis

Data Elements:

Pre-Crash Data:

- Pre-Crash Data is recorded at 2 samples per second starting 5 seconds before t_0 .
- Pre-Crash Data is recorded asynchronously.
- Recorded Pre-Crash Data has a time resolution of 500ms. Therefore, the indicated time associated with the first pre-crash data element may be delayed by up to 500ms.
- Pre-Crash Data indicates "Data Invalid" if a message with an "invalid" flag from the module sending the pre-crash data is sent.
- Pre-Crash Data indicates "Data Not Available" if no data is received from the module sending the pre-crash data.
- "Speed, vehicle indicated" accuracy can be affected by various factors, such as significant changes in tire size from the factory original vehicle specification, wheel lockup or slip.
- "Accelerator Pedal Position, percent full" is the ratio of accelerator pedal position compared to the fully depressed position.
- "Service Brake Status" only indicates driver-initiated braking. Automatic braking (e.g. Autonomous Cruise Control) will not be recorded.

Crash data:

- Delta-V data is recorded at 100Hz from t_0 to 250ms.
- "Delta-V, longitudinal" reflects the change in velocity that the SRS Control Module experienced in the longitudinal direction during the recorded portion of the event and is not the speed at which the vehicle was traveling before the event.
- Depending on the severity of the event relative to the range of the accelerometer, saturation of the SRS Control Module longitudinal or lateral accelerometers may occur. This condition is recorded in the EDR.
- "Restraint Deployment Time" (e.g. airbag(s)) is reported as the time t which a deployment was requested by this device.
- "Restraint Disposal" (e.g. 2nd stage of the frontal airbag(s)) is reported if a disposal request of this device occurs.
- "Seat Track Position Switch Status, front passenger" is reported as "foremost" or "not foremost".
- "Occupant size classification, right front passenger airbag suppressed" data is recorded as "yes" (suppressed), if the front passenger seat sensor system determined the passenger seat was empty or occupied by a child-seat.

Data Source:

All recorded data is measured and calculated within the SRS Control Module except for the following parameters (if applicable) which are transmitted via the vehicle's communication network to the SRS Control Module:

- Speed, vehicle indicated
- Accelerator pedal position, percent full
- Service brake
- Safety Belt Status (the Belt Switch Circuit is wired directly to the SRS Control Module)

Hexadecimal Data:



All data that has been specified for imaging are shown in the hexadecimal data section of this report. However, not all of these data are translated by the CDR tool. The imaged SRS Control Module may contain additional data that are not retrievable by the CDR tool.

Privacy Issue

As of February 2013 the following states: Arkansas, California, Connecticut, Maine, Nevada, New Hampshire, New York, North Dakota, Oregon, Texas, Virginia, and Washington all have EDR Laws to address vehicle owner's privacy and consumer concerns. Subsequently, a 2015 Federal law prescribed privacy restrictions to address these same concerns. It is the responsibility of the user and end user to observe all applicable State and Federal privacy laws.

09001_Daimler001_r004

**System Status at Event (Record 1, Most Recent)**

Event Type	Frontal
Time From Time Zero to Frontal Threshold (Beginning of Impact) (msec)	40
Time From Time Zero to Side Threshold (Beginning of Impact) (msec)	Threshold Not Reached
Time From Time Zero to Algo Start (Front) (msec)	Algorithm Not Started
Time From Time Zero to Algo Start (Side) (msec)	Algorithm Not Started
Time From Time Zero to Algo Start (Rear) (msec)	Algorithm Not Started
Time From Time Zero to Deployment (Rollover) (msec)	Algorithm Not Started
Time From Time Zero to Deployment (Pitchover) (msec)	Algorithm Not Started
Time From Time Zero to Algo Start (Pedestrian Protection) (msec)	Algorithm Not Started
Maximum Delta-V, Longitudinal (MPH [km/h])	-13.7 [-22]
Maximum Delta-V, Lateral (MPH [km/h])	0.6 [1]
Time, Maximum Delta-V, Longitudinal (msec)	273
Time, Maximum Delta-V, Lateral (msec)	265
Clipping Time Longitudinal Sensor (msec)	Clipping Not Reached
Clipping Time Lateral Sensor (msec)	Clipping Not Reached
Multi-Event, Number of Events	1. Event
Time From Previous Event to Current Event (msec)	0
Complete File Recorded, Generic, Prio 1 Data	Completed Successfully
Ignition Cycle, Crash (cycle)	7,677
Ignition Cycle, Download (cycle)	7,678
Vehicle Mileage (km)	60,260
Operating Time (min)	123,061
Vehicle Identification Number	WDDHF8JB9EA901889
Event Counter (counts)	2

**Deployment Command Data (Record 1, Most Recent)**

Frontal Air Bag, Time to 1st Stage Deployment, Driver (msec)	Data Not Available
Frontal Air Bag, Time to 2nd Stage Deployment, Driver (msec)	Data Not Available
Frontal Air Bag, Time to 3rd Stage (Vent) Deployment, Driver (msec)	Data Not Available
Frontal Air Bag, 2nd Stage Disposal, Driver	Data Not Available
Frontal Air Bag, 3rd Stage (Vent) Disposal, Driver	Data Not Available
Frontal Air Bag, Time to 1st Stage Deployment, Front Passenger (msec)	Data Not Available
Frontal Air Bag, Time to 2nd Stage Deployment, Front Passenger (msec)	Data Not Available
Frontal Air Bag, Time to 3rd Stage (Vent) Deployment, Front Passenger (msec)	Data Not Available
Frontal Air Bag, 2nd Stage Disposal, Front Passenger	Data Not Available
Frontal Air Bag, 3rd Stage (Vent) Disposal, Front Passenger	Data Not Available
Side Air Bag, Time to Deployment 1st Stage, Driver (msec)	Data Not Available
Side Curtain/Tube Air Bag, Time to Deployment, Driver Side (msec)	Data Not Available
Pretensioner (1), Time to Deploy, Driver (msec)	Data Not Available
Side Air Bag, Time to Deployment 1st Stage, Front Passenger (msec)	Data Not Available
Side Curtain/Tube Air Bag, Time to Deployment, Passenger Side (msec)	Data Not Available
Pretensioner (1), Time to Deploy, Front Passenger (msec)	Data Not Available
Pretensioner (2), Time to Deploy, Driver (msec)	Data Not Available
Pretensioner (2), Time to Deploy, Front Passenger (msec)	Data Not Available
Pretensioner (3), Time to Deploy, Driver (msec)	Data Not Available
Pretensioner (3), Time to Deploy, Front Passenger (msec)	Data Not Available

**Pre-Crash Data -1 Sec (Record 1, Most Recent)**

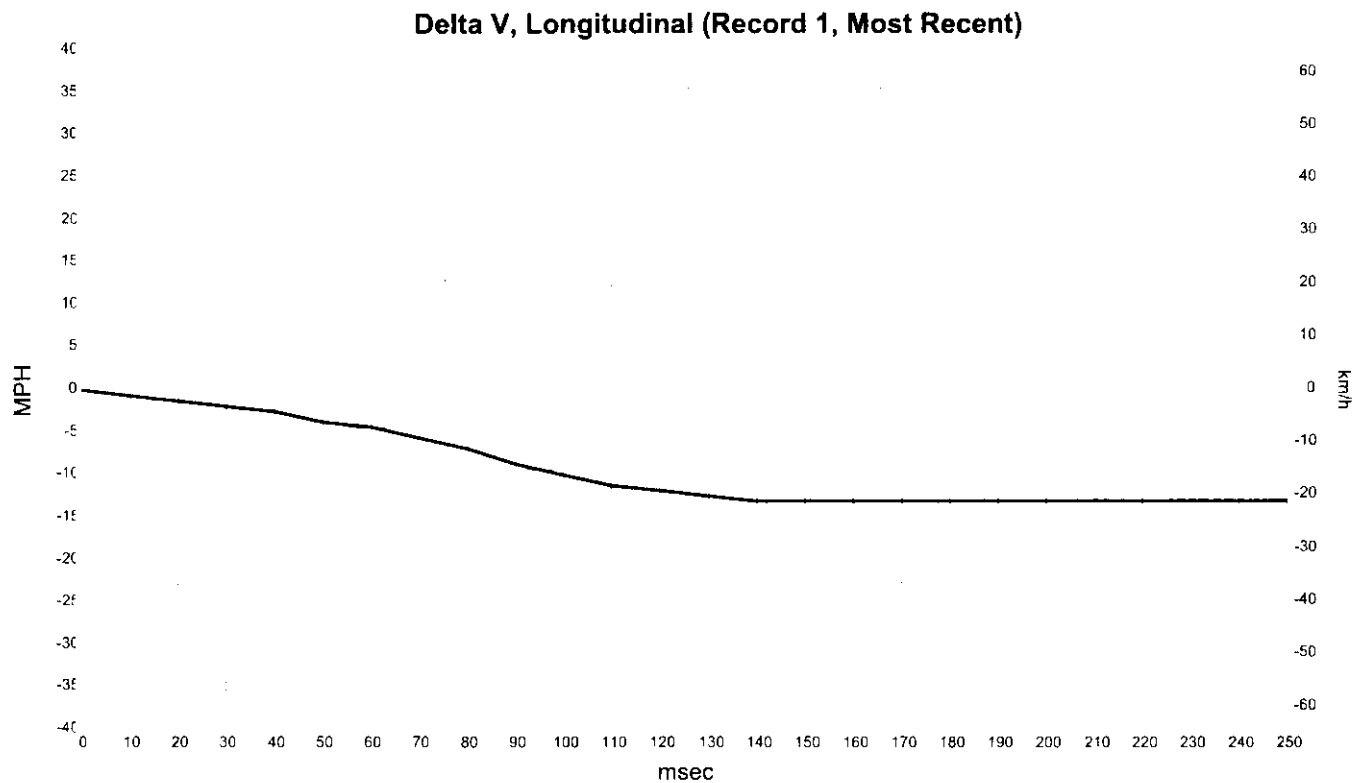
Safety Belt Status, Driver	Belted
Seat Track Position Switch Status, Driver	Data Not Available
Air Bag Warning Lamp (AWL)	Off
Safety Belt Status, Front Passenger	Not Belted
Seat Track Position Switch Status, Front Passenger	Not Foremost (Middle Rear)
Occupant Size Classification, Front Passenger	Empty

Pre-Crash Data -5 to 0 sec (Record 1, Most Recent)

Time (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal (%)	Service Brake Activation
-5.0	76 [122]	36	Off
-4.5	76 [122]	36	Off
-4.0	76 [123]	36	Off
-3.5	76 [122]	36	Off
-3.0	76 [123]	36	Off
-2.5	76 [123]	36	Off
-2.0	76 [123]	24	Off
-1.5	76 [123]	0	Off
-1.0	76 [122]	0	Off
-0.5	75 [121]	0	On
0.0	70 [112]	66	On



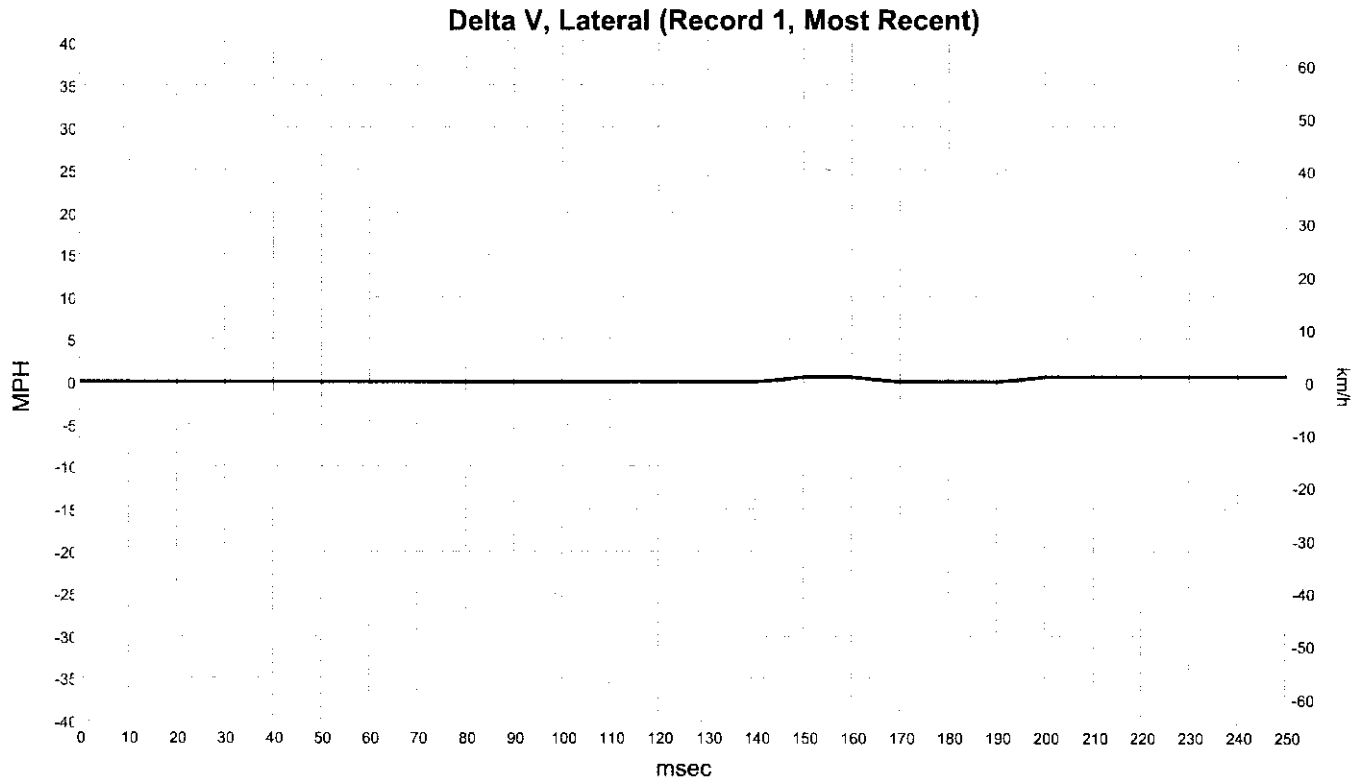
Longitudinal Crash Pulse (Record 1, Most Recent)



Time (msec)	Delta-V, Longitudinal (MPH [km/h])
0	-0.6 [-1]
10	-1.2 [-2]
20	-1.9 [-3]
30	-2.5 [-4]
40	-3.1 [-5]
50	-4.3 [-7]
60	-5.0 [-8]
70	-6.2 [-10]
80	-7.5 [-12]
90	-9.3 [-15]
100	-10.6 [-17]
110	-11.8 [-19]
120	-12.4 [-20]
130	-13.0 [-21]
140	-13.7 [-22]
150	-13.7 [-22]
160	-13.7 [-22]
170	-13.7 [-22]
180	-13.7 [-22]
190	-13.7 [-22]
200	-13.7 [-22]
210	-13.7 [-22]
220	-13.7 [-22]
230	-13.7 [-22]
240	-13.7 [-22]
250	-13.7 [-22]



Lateral Crash Pulse (Record 1, Most Recent)



Time (msec)	Delta-V, Lateral (MPH [km/h])
0	0.0 [0]
10	0.0 [0]
20	0.0 [0]
30	0.0 [0]
40	0.0 [0]
50	0.0 [0]
60	0.0 [0]
70	0.0 [0]
80	0.0 [0]
90	0.0 [0]
100	0.0 [0]
110	0.0 [0]
120	0.0 [0]
130	0.0 [0]
140	0.0 [0]
150	0.6 [1]
160	0.6 [1]
170	0.0 [0]
180	0.0 [0]
190	0.0 [0]
200	0.6 [1]
210	0.6 [1]
220	0.6 [1]
230	0.6 [1]
240	0.6 [1]
250	0.6 [1]

**System Status at Event (Record 2)**

Event Type	Frontal
Time From Time Zero to Frontal Threshold (Beginning of Impact) (msec)	72
Time From Time Zero to Side Threshold (Beginning of Impact) (msec)	Threshold Not Reached
Time From Time Zero to Algo Start (Front) (msec)	Algorithm Not Started
Time From Time Zero to Algo Start (Side) (msec)	Algorithm Not Started
Time From Time Zero to Algo Start (Rear) (msec)	Algorithm Not Started
Time From Time Zero to Deployment (Rollover) (msec)	Algorithm Not Started
Time From Time Zero to Deployment (Pitchover) (msec)	Algorithm Not Started
Time From Time Zero to Algo Start (Pedestrian Protection) (msec)	Algorithm Not Started
Maximum Delta-V, Longitudinal (MPH [km/h])	-8.1 [-13]
Maximum Delta-V, Lateral (MPH [km/h])	1.2 [2]
Time, Maximum Delta-V, Longitudinal (msec)	300
Time, Maximum Delta-V, Lateral (msec)	288
Clipping Time Longitudinal Sensor (msec)	Clipping Not Reached
Clipping Time Lateral Sensor (msec)	Clipping Not Reached
Multi-Event, Number of Events	1, Event
Time From Previous Event to Current Event (msec)	0
Complete File Recorded, Generic, Prio 1 Data	Completed Successfully
Ignition Cycle, Crash (cycle)	6,620
Ignition Cycle, Download (cycle)	7,678
Vehicle Mileage (km)	41,300
Operating Time (min)	88,414
Vehicle Identification Number	WDDHF8JB9EA901889
Event Counter (counts)	1

**Deployment Command Data (Record 2)**

Frontal Air Bag, Time to 1st Stage Deployment, Driver (msec)	Data Not Available
Frontal Air Bag, Time to 2nd Stage Deployment, Driver (msec)	Data Not Available
Frontal Air Bag, Time to 3rd Stage (Vent) Deployment, Driver (msec)	Data Not Available
Frontal Air Bag, 2nd Stage Disposal, Driver	Data Not Available
Frontal Air Bag, 3rd Stage (Vent) Disposal, Driver	Data Not Available
Frontal Air Bag, Time to 1st Stage Deployment, Front Passenger (msec)	Data Not Available
Frontal Air Bag, Time to 2nd Stage Deployment, Front Passenger (msec)	Data Not Available
Frontal Air Bag, Time to 3rd Stage (Vent) Deployment, Front Passenger (msec)	Data Not Available
Frontal Air Bag, 2nd Stage Disposal, Front Passenger	Data Not Available
Frontal Air Bag, 3rd Stage (Vent) Disposal, Front Passenger	Data Not Available
Side Air Bag, Time to Deployment 1st Stage, Driver (msec)	Data Not Available
Side Curtain/Tube Air Bag, Time to Deployment, Driver Side (msec)	Data Not Available
Pretensioner (1), Time to Deploy, Driver (msec)	Data Not Available
Side Air Bag, Time to Deployment 1st Stage, Front Passenger (msec)	Data Not Available
Side Curtain/Tube Air Bag, Time to Deployment, Passenger Side (msec)	Data Not Available
Pretensioner (1), Time to Deploy, Front Passenger (msec)	Data Not Available
Pretensioner (2), Time to Deploy, Driver (msec)	Data Not Available
Pretensioner (2), Time to Deploy, Front Passenger (msec)	Data Not Available
Pretensioner (3), Time to Deploy, Driver (msec)	Data Not Available
Pretensioner (3), Time to Deploy, Front Passenger (msec)	Data Not Available

**Pre-Crash Data -1 Sec (Record 2)**

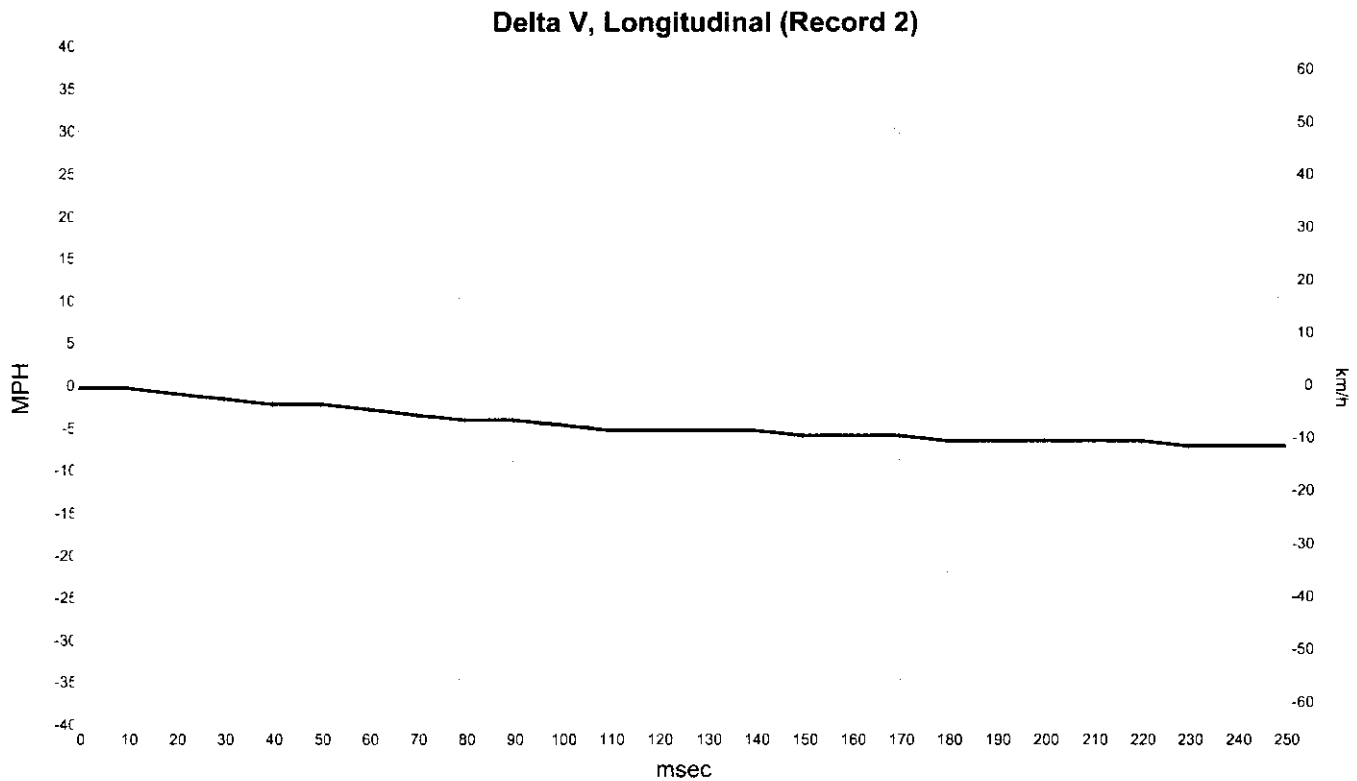
Safety Belt Status, Driver	Belted
Seat Track Position Switch Status, Driver	Data Not Available
Air Bag Warning Lamp (AWL)	Off
Safety Belt Status, Front Passenger	Belted
Seat Track Position Switch Status, Front Passenger	Not Foremost (Middle Rear)
Occupant Size Classification, Front Passenger	Child

Pre-Crash Data -5 to 0 sec (Record 2)

Time (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal (%)	Service Brake Activation
-5.0	57 [91]	0	Off
-4.5	57 [91]	0	Off
-4.0	57 [91]	0	Off
-3.5	56 [90]	0	Off
-3.0	56 [90]	0	Off
-2.5	55 [89]	0	Off
-2.0	55 [89]	0	Off
-1.5	55 [88]	0	Off
-1.0	55 [88]	0	Off
-0.5	48 [78]	0	On
0.0	39 [62]	0	On



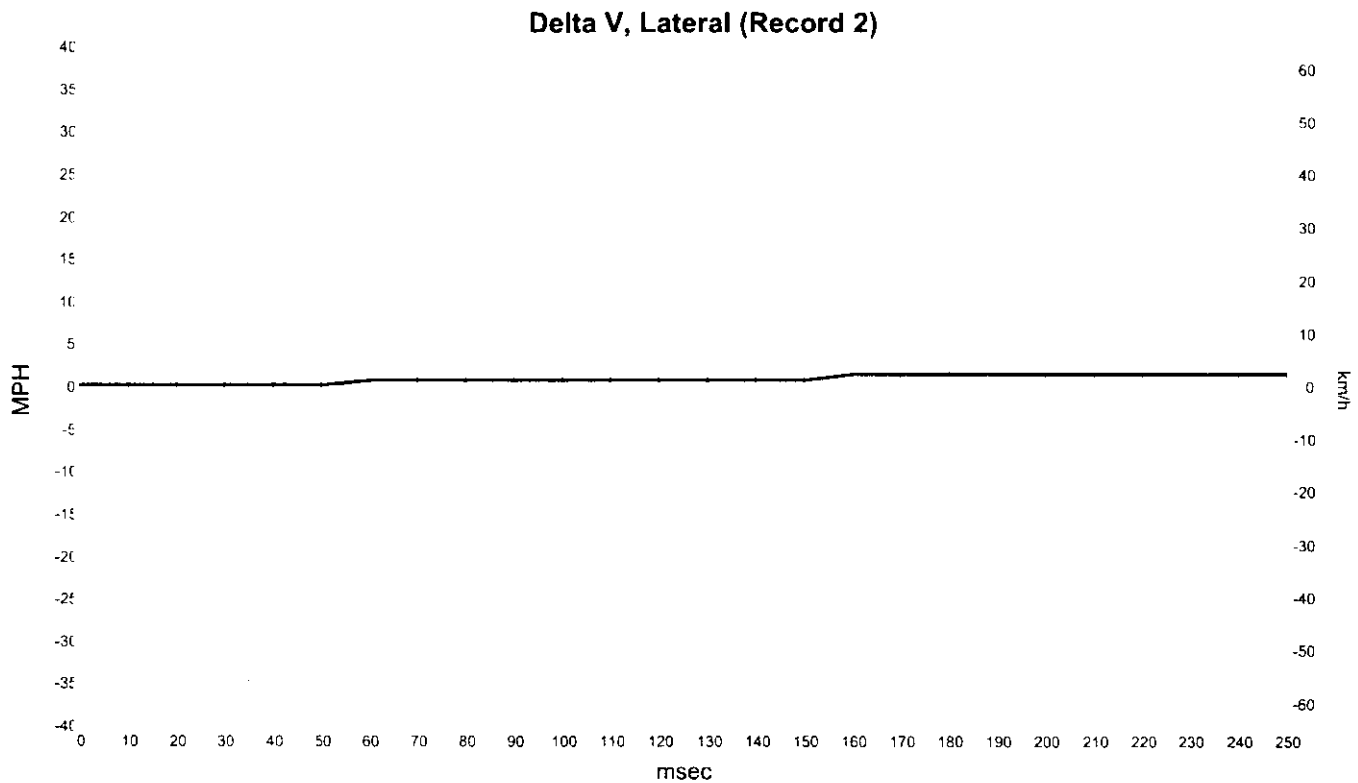
Longitudinal Crash Pulse (Record 2)



Time (msec)	Delta-V, Longitudinal (MPH [km/h])
0	-0.6 [-1]
10	-0.6 [-1]
20	-1.2 [-2]
30	-1.9 [-3]
40	-2.5 [-4]
50	-2.5 [-4]
60	-3.1 [-5]
70	-3.7 [-6]
80	-4.3 [-7]
90	-4.3 [-7]
100	-5.0 [-8]
110	-5.6 [-9]
120	-5.6 [-9]
130	-5.6 [-9]
140	-5.6 [-9]
150	-6.2 [-10]
160	-6.2 [-10]
170	-6.2 [-10]
180	-6.8 [-11]
190	-6.8 [-11]
200	-6.8 [-11]
210	-6.8 [-11]
220	-6.8 [-11]
230	-7.5 [-12]
240	-7.5 [-12]
250	-7.5 [-12]



Lateral Crash Pulse (Record 2)



Time (msec)	Delta-V, Lateral (MPH [km/h])
0	0.0 [0]
10	0.0 [0]
20	0.0 [0]
30	0.0 [0]
40	0.0 [0]
50	0.0 [0]
60	0.6 [1]
70	0.6 [1]
80	0.6 [1]
90	0.6 [1]
100	0.6 [1]
110	0.6 [1]
120	0.6 [1]
130	0.6 [1]
140	0.6 [1]
150	0.6 [1]
160	1.2 [2]
170	1.2 [2]
180	1.2 [2]
190	1.2 [2]
200	1.2 [2]
210	1.2 [2]
220	1.2 [2]
230	1.2 [2]
240	1.2 [2]
250	1.2 [2]



Hexadecimal Data

```

FA10    02

FA12    01 00 00 07 F1 00 00 07 F9

FA11    01 00 03

FA13    00 02 00 01 00 00 02 00 28 00 03 FF FF 00 04 FF
        FF 00 05 FF FF 00 06 FF FF 00 07 FF FF 00 08 FF
        FF 00 09 FF FF 00 1F 64 00 00 19 7E 7D 7C 7B 7A
        78 77 75 73 70 6E 6C 6B 6A 69 69 69 69 69 69 69
        69 69 69 69 69 00 20 64 00 00 19 7F 7F 7F 7F 7F
        7F 7F 7F 7F 7F 7F 7F 7F 7F 80 80 7F 7F 7F 80
        80 80 80 80 80 00 21 69 00 22 80 00 23 6D 00 24
        6A 00 28 FF 00 29 FF 00 2D 01 00 2E 00 00 00 33
        FF FF 00 34 FF FF 00 35 FF FF 00 36 FF 00 37 FF
        00 38 FF FF 00 39 FF FF 00 3A FF FF 00 3B FF 00
        3C FF 00 3D FF FF 00 3E FF FF 00 3F FF FF 00 41
        FF FF 00 42 FF FF 00 43 FF FF 00 47 01 00 48 FF
        00 4B 00 00 4D 00 00 4E 03 00 4F 00 00 5B 7A 7A
        7B 7A 7B 7B 7B 7B 7A 79 70 00 5C 24 24 24 24 24
        24 18 00 00 00 42 00 5F 00 00 00 00 00 00 00 00
        00 01 01 00 6D FF FF 00 6E FF FF 00 70 FF FF 00
        71 FF FF 03 E8 A5 03 E9 1D FD 03 EA 1D FE 03 F1
        17 8A 03 F2 01 E0 B5 03 F3 57 44 44 48 46 38 4A
        42 39 45 41 39 30 31 38 38 39 03 FB 04 03 FD 00
        02 03 FE 1E 3A 8C C9

FA14    00 01 00 01 00 00 02 00 48 00 03 FF FF 00 04 FF
        FF 00 05 FF FF 00 06 FF FF 00 07 FF FF 00 08 FF
        FF 00 09 FF FF 00 1F 64 00 00 19 7E 7E 7D 7C 7B
        7B 7A 79 78 78 77 76 76 76 76 75 75 75 74 74 74
        74 74 73 73 73 00 20 64 00 00 19 7F 7F 7F 7F 7F
        7F 80 80 80 80 80 80 80 80 80 80 81 81 81 81 81
        81 81 81 81 81 00 21 72 00 22 81 00 23 78 00 24
        73 00 28 FF 00 29 FF 00 2D 01 00 2E 00 00 00 33
        FF FF 00 34 FF FF 00 35 FF FF 00 36 FF 00 37 FF
        00 38 FF FF 00 39 FF FF 00 3A FF FF 00 3B FF 00
        3C FF 00 3D FF FF 00 3E FF FF 00 3F FF FF 00 41
        FF FF 00 42 FF FF 00 43 FF FF 00 47 01 00 48 FF
        00 4B 00 00 4D 01 00 4E 03 00 4F 01 00 5B 5B 5B
        5B 5A 5A 59 59 58 58 4E 3E 00 5C 00 00 00 00 00
        00 00 00 00 00 00 00 5F 00 00 00 00 00 00 00 00
        00 01 01 00 6D FF FF 00 6E FF FF 00 70 FF FF 00
        71 FF FF 03 E8 A5 03 E9 19 DC 03 EA 1D FE 03 F1
        10 22 03 F2 01 59 5E 03 F3 57 44 44 48 46 38 4A
        42 39 45 41 39 30 31 38 38 39 03 FB 04 03 FD 00
        01 03 FE AA 13 2C DB

FA15    00 00

FA16    00 00

FA17    00 00

FA18    00 00

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Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

Authority: 1949 PA 300, Sec.257-822 Compliance Required MSP LD-10E Penalty: \$100 and/or 90 days (Rev 01/2016)		External # 73192		Crash ID		Page 1 File Class: 93001 Incident # C9711 Reviewer Sgt. Jerome Grzanka (28041)	
STATE OF MICHIGAN TRAFFIC CRASH REPORT							
ORI: MI2539900		Department Name Flint Township Police Department					
Crash Date 11/22/2017	Crash Time 17:58	No. of Units 02	Crash Type Rear End	Special Circumstances <input type="checkbox"/> None <input type="checkbox"/> Fleeting Police <input type="checkbox"/> Hit and Run <input type="checkbox"/> Unknown <input type="checkbox"/> School Bus <input type="checkbox"/> Animal		Special Checks <input type="checkbox"/> Fatal <input type="checkbox"/> Non-Traffic Area <input type="checkbox"/> ORV/Snowmobile	
County 25 - GENESEE	Traffic Control None		Relation to Roadway On the Road		Weather Cloudy		
City/Twp 7 - FLINT TWP	Contributing Circumstances 1st None		2nd		Light Dark-Unlighted	Road Surface Condition Dry	Total Lanes 03
Work Zone (if applicable) Type		Workers Present No		Activity		Location	
Prefix EB I-69		Primary Road Name		Road Type		Suffix Divided Roadway	
Distance/Direction 300.0 Feet BR		Trafficway Not Physically Divided					
Prefix RAMP 019H		Intersecting Road Name		Road Type		Suffix Divided Roadway	
Unit Number 01	Unit Known Yes	State MI	Driver License Number M500135802017	Date of Birth (Age) 01/05/1975 (42)	License Type <input checked="" type="checkbox"/> Operator <input type="checkbox"/> Chauffeur <input type="checkbox"/> Moped	Endorsements <input type="checkbox"/> Cycle <input type="checkbox"/> Farm <input type="checkbox"/> Recreation	Sex M
Total Occupants 02		Hazardous Action Failed to Yield					
Unit Type MV	Driver Information DAVID TROY MUMA 3714 LEITH ST FLINT MI 48506			Driver is Owner No	Injury K	Position Front - Left	Restraint Shoulder & Lap Belt
Driver Condition at Time of Crash 1st Unknown				Driver Distracted By Met Distracted		Ejected No	Trapped No
Hospital None				Ambulance Patriot Ambulance Service			
Alcohol Suspected No	Contributing Factor No	Alcohol Test Type <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Field <input type="checkbox"/> PBT <input type="checkbox"/> Refused <input checked="" type="checkbox"/> Not Offered			Alcohol Test Results <input type="checkbox"/> Pending Test Results		Interlock Device No
Drug Suspected No	Contributing Factor No	Drug Test Type <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Field <input type="checkbox"/> Refused <input checked="" type="checkbox"/> Not Offered			Drug Test Results <input type="checkbox"/> Pending Test Results		Citation Issued <input type="checkbox"/> Hazardous <input type="checkbox"/> Other
Vehicle Registration DMP2687	State MI	Vehicle Description 2004	Year 2004	Make CHEVROLET	Model BLAZER		Color BLU
VIN 1GNCS18X84K165951	Vehicle Type Passenger Car, SUV, Van		Special Vehicles None		Private Trailer Type		Vehicle Defect
Insurance Company NATIONAL GENERAL		Insurance Policy # GSJ10648092		Towed By LOUIES		Towed To LOUIES	
Location of Greatest Damage 07	First Impact 05	Extent of Damage (Power Unit and/or Trailers) Disabling Damage		Vehicle Direction E	Vehicle Use Private		Action Prior Changing Lanes
Sequence of Events First: 17 - Motor Vehicle in Transport Second: 01 - Loss of control Third: 06 - Overtake Fourth: 13 - Individual Fell From Vehicle (* Indicates MOST harmful event)							
Passenger Information JAMES DENNIS MCNAMARA [Redacted]				Date of Birth (Age) [Redacted]	Sex [Redacted]	Position Front - Right	Restraint Shoulder & Lap Belt
Injury A				Ejected No	Trapped No	Airbag Deployed Not Deployed	
Hospital Hurley Medical Center				Ambulance Stat EMS, Inc			
Passenger Information [Redacted]				Date of Birth (Age) [Redacted]	Sex [Redacted]	Position [Redacted]	Restraint [Redacted]
Injury [Redacted]				Ejected [Redacted]	Trapped [Redacted]	Airbag Deployed [Redacted]	
Hospital [Redacted]				Ambulance [Redacted]			
Passenger Information [Redacted]				Date of Birth (Age) [Redacted]	Sex [Redacted]	Position [Redacted]	Restraint [Redacted]
Injury [Redacted]				Ejected [Redacted]	Trapped [Redacted]	Airbag Deployed [Redacted]	
Hospital [Redacted]				Ambulance [Redacted]			
Carrier Information GVWRGCWR <input type="checkbox"/> 10,000 lbs. or Less <input type="checkbox"/> 10,001 - 25,000 lbs. <input type="checkbox"/> Greater than 25,000 lbs.				Vehicle Configuration		Cargo Body Type	Medical Card <input type="checkbox"/> Placard <input type="checkbox"/> Cargo Spill
Owner Information				Owner Information			
Damaged Property				Public		Owner & Phone	

Unit Number 02	Unit Known Yes	State MI	Driver License Number [REDACTED]	Date of Birth (Age) [REDACTED]	License Type • Operator • Operator • Operator	Endorsements • Cycle • Farm • Recreational	Sex F	Total Occupants 01	Hazardous Action None
Unit Type MV	Driver Information [REDACTED]			Driver is Owner No	Injury O	Position Front - Left	Restraint Shoulder & Lap Belt		
Driver Condition at Time of Crash 1st Appeared Normal				Driver Distracted By Other Activity Inside the Vehicle (Eating, Personal Hygiene) No		Ejected No	Trapped No	Airbag Deployed Not Deployed	
Hospital None				Ambulance None					
Alcohol Suspected No	Contributing Factor No	Alcohol Test Type • Blood • Urine • Field • PBT • Refused • Not Offered		Alcohol Test Results • Pending • Test Results:		Interlock Device No			
Drug Suspected No	Contributing Factor No	Drug Test Type • Blood • Urine • Field • Refused • Not Offered		Drug Test Results • Pending • Test Results:		Crash Issued • Hazardous • Other			
Vehicle Registration DQF6390	State MI	Vehicle Description 2014	Year 2014	Make MERC BENZ	Model E	Color SIL			
VIN WDDHF8J89EA901889		Vehicle Type Passenger Car, SUV, Van		Special Vehicles None	Private Trailer Type	Vehicle Defect			
Insurance Company PROGRESSIVE		Insurance Policy # 27251018		Towed By LOUNES		Towed To LOUNES			
Location of Greatest Damage 01	First Impact 01	Extent of Damage (Power Unit and/or Trailers) Disabling Damage		Vehicle Direction E	Vehicle Use Private	Action Prior Going Straight Ahead			
Sequence of Events (# indicates MOST harmful event) First 17 - Motor Vehicle In Transport Second Third Fourth									

Passenger Information				Date of Birth (Age)	Sex	Position	Restraint
Injury				Ejected	Trapped	Airbag Deployed	
Hospital				Ambulance			

Passenger Information				Date of Birth (Age)	Sex	Position	Restraint
Injury				Ejected	Trapped	Airbag Deployed	
Hospital				Ambulance			

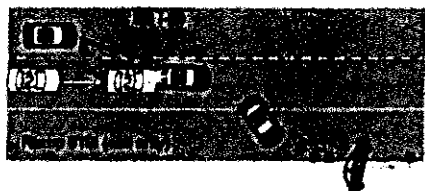
Passenger Information				Date of Birth (Age)	Sex	Position	Restraint
Injury				Ejected	Trapped	Airbag Deployed	
Hospital				Ambulance			

Camera Information				USDOT	MC	MPSC
Driver's CDL Type				Endorsements • OH • OP • OT • OS • OX	CDL Exempt • Farm • Other	
GVWR/GCWR • 10,000 lbs. or Less • 10,001 - 28,000 lbs. • Greater than 28,000 lbs.		Vehicle Configuration		Cargo Body Type	Medical Card	Hazardous Material • Placard • Cargo Spill
ID #		Class #				

Owner Information				Owner Information			
-------------------	--	--	--	-------------------	--	--	--

Witness Information BRIAN MARK SCOVAC [REDACTED]				Witness Information			
---	--	--	--	---------------------	--	--	--

Investigated at Scene Yes	Reported Date (Time) 11/22/2017 (18:16)	1st Investigator Name (Badge) Off. Michael Schuyler (28087)	2nd Investigator Name (Badge)	Photos Yes
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Narrative Both units were E/B on I-59 approaching ramp 019H (I-75). Unit #1 passed unit #2, changed lanes to the right and simultaneously hit his brakes in order to exit onto ramp 019H. Unit #2 struck unit #1. Unit #1 then lost control and rolled. The driver of unit #1 was ejected and pronounced dead at the scene. Complaint #1739910823	Diagram 
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★ News

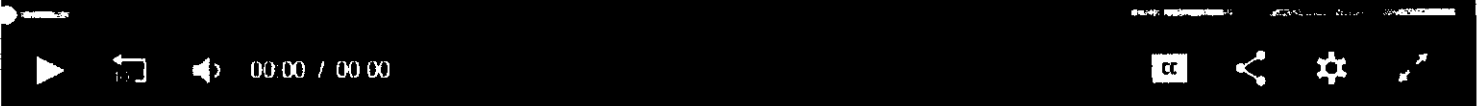
⚡ Weather

🏈 Sports

📍 About ABC12

📺 Live Stream

Deadly I-69 accident in Flint Twp.



ABC12 News Team. Posted: Wed 7:56 PM Nov 22, 2017. Updated: Wed 11:03 PM Nov 22, 2017.



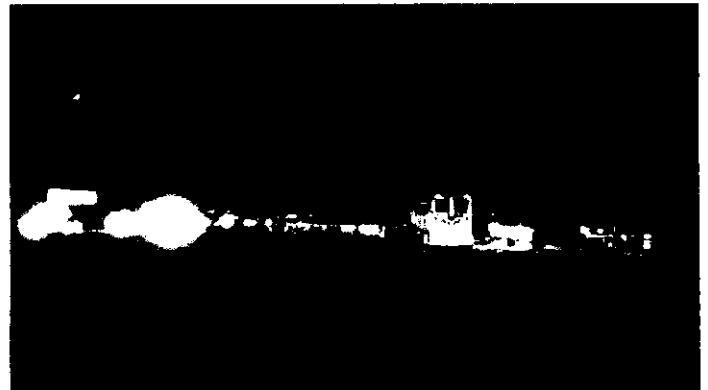
FLINT TOWNSHIP (WJRT) - (11/22/17) - One person is dead after a two-car rollover accident in Flint Township Wednesday evening.

Police aren't able to say too much yet, but confirm the driver of one vehicle died at the scene, the other is in stable condition at a nearby hospital.

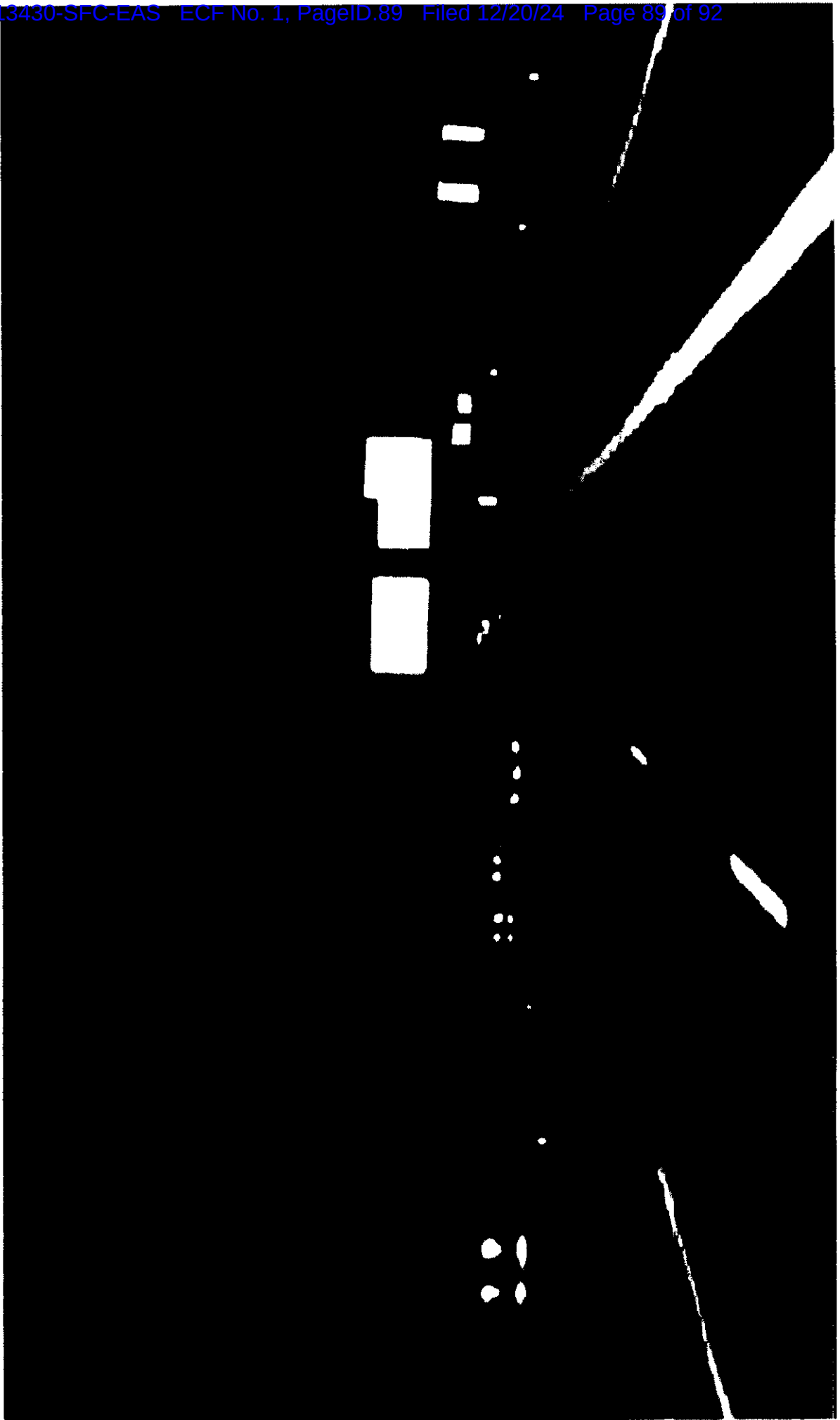
The accident happened just before 6:00 p.m. on eastbound I-69 near the I-75 interchange.

The high volume of holiday traffic is being diverted off the freeway to Bristol Road and it will likely remain closed late into the evening.

Stay with ABC12 for updates.




I had to blow this
up because he purposely
stood back
way or 200 ft
out



CJA 20 APPOINTMENT OF AND AUTHORITY TO PAY COURT-APPOINTED COUNSEL

1. CIR./DIST./DIV. CODE 0645		2. PERSON REPRESENTED Deshawn K. Nunley		VOUCHER NUMBER 0645.1835229	
3. MAG. DKT. DEF. NUMBER 4:23-MJ-30378-1-CI		4. DIST. DKT. DEF. NUMBER		5. APPEALS DKT. DEF. NUMBER	
6. OTHER DKT. NUMBER		7. IN CASE/MATTER OF (Case Name) USA v. Deshawn K. Nunley		8. PAYMENT CATEGORY Felony (including pre-trial diversion of alleged felony)	
9. TYPE PERSON REPRESENTED Adult Defendant		10. REPRESENTATION TYPE Criminal Case			
11. OFFENSE(S) CHARGED (Cite U.S. Code, Title & Section) If more than one offense, list (up to five) major offenses charged, according to severity of offense 18:922A.F					
12. ATTORNEY'S NAME (First Name, M. I., Last Name, including any suffix) AND MAILING ADDRESS Ebony L. Ellis - Bar Number: P80848 120 N. Michigan Avenue, Ste. 303 Saginaw, MI 48602 Phone: 989-355-1717 Fax: 989-352-3141			13. COURT ORDER <input type="checkbox"/> O Appointing Counsel <input type="checkbox"/> C Co-Counsel <input checked="" type="checkbox"/> F Subs For Federal Defender <input type="checkbox"/> R Subs For Retained Attorney <input type="checkbox"/> P Subs For Panel Attorney <input type="checkbox"/> Y Standby Counsel Prior Attorney's Name: _____ Appointment Dates: _____ Because the above-named person represented has testified under oath or has otherwise satisfied this Court that he or she (1) is financially unable to employ counsel and (2) does not wish to waive counsel, and because the interests of justice so require, the attorney whose name appears in Item 12 is appointed to represent this person in this case, OR Other (See Instructions) _____ _____ Signature of Presiding Judge or By Order of the Court 9/21/2023 Date of Order Nunc Pro Tunc Date Repayment or partial repayment ordered from the person represented for this service at time appointment. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
14. NAME AND MAILING ADDRESS OF LAW FIRM (Only provide per instructions) Ebony Ellis - TIN: XX-XXXXXXX 120 N. Michigan Avenue, Ste. 303 Saginaw, MI 48602 Phone: 989-355-1717 Fax: 989-352-3141					

CLAIM FOR SERVICES AND EXPENSES				FOR COURT USE ONLY	
CATEGORIES (Attach itemization of services with dates)		HOURS CLAIMED	TOTAL AMOUNT CLAIMED	MATH/TECH. ADJUSTED HOURS	MATH/TECH. ADJUSTED AMOUNT
15. In Court	a. Arraignment and/or Plea	1.30	\$213.20		
	b. Bail and Detention Hearings	3.30	\$541.20		
	c. Motion Hearings				
	d. Trial				
	e. Sentencing Hearings	1.50	\$258.00		
	f. Revocation Hearings				
	g. Appeals Court				
	h. Other (Specify on additional sheets)				
(RATE PER HOUR = \$ 164.00, 172.00) TOTALS		6.10	\$1,012.40		
16. Out of Court	a. Interviews and Conferences	15.60	\$2,608.80		
	b. Obtaining and reviewing records	14.60	\$2,427.20		
	c. Legal research and brief writing	8.00	\$1,376.00		
	d. Travel time	12.20	\$2,029.60		
	e. Investigative and other work (Specify on additional sheets)				
(RATE PER HOUR = \$ 164.00, 172.00) TOTALS		50.40	\$8,442.40		
17.	Travel Expenses (lodging, parking, meals, mileage, etc.)		\$507.80		
18.	Other Expenses (other than expert, transcripts, etc.)				
GRAND TOTALS (CLAIMED AND ADJUSTED)			\$9,962.60		
19. CERTIFICATION OF ATTORNEY PAYEE FOR THE PERIOD OF SERVICE FROM: 9/21/2023 TO: 8/13/2024			20. APPOINTMENT TERMINATION DATE IF OTHER THAN CASE COMPLETION		21. CASE DISPOSITION
22. CLAIM STATUS <input checked="" type="checkbox"/> Final Payment <input type="checkbox"/> Interim Payment Number 0 <input type="checkbox"/> Supplemental Payment <input type="checkbox"/> Withholding Payment (---) (---) Have you previously applied to the court for compensation and/or reimbursement for this case? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, were you paid? <input type="checkbox"/> Yes <input type="checkbox"/> No Other than from the Court, have you, or to your knowledge has anyone else, received payment (compensation or anything of value) from any other source in connection with this representation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, give details on additional sheets I swear or affirm the truth or correctness of the above statements. Signature of Attorney: Ebony L. Ellis /S/ Date: 12/15/2024					
APPROVED FOR PAYMENT - COURT USE ONLY					
23. IN COURT COMP.	24. OUT OF COURT COMP.	25. TRAVEL EXPENSES	26. OTHER EXPENSES	27. TOTAL AMT. APPR. CERT.	
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
28. SIGNATURE OF THE PRESIDING JUDGE X 			DATE 12/18/24		28a. JUDGE CODE
29. IN COURT COMP.	30. OUT OF COURT COMP.	31. TRAVEL EXPENSES	32. OTHER EXPENSES	33. TOTAL AMT. APPROVED	
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
34. SIGNATURE OF THE CHIEF JUDGE, COURT OF APPEALS (OR DELEGATE) Payment approved in excess of the statutory threshold amount			DATE	34a. JUDGE CODE	CERTIFIED AMT.

CJA 20 APPOINTMENT OF AND AUTHORITY TO PAY COURT-APPOINTED COUNSEL

1. CIR./DIST./DIV. CODE 0645		2. PERSON REPRESENTED Mattek Scott		VOUCHER NUMBER 0645.1841106	
3. MAG. DKT. DEF. NUMBER 4:24-MJ-30516-1-CI		4. DIST. DKT. DEF. NUMBER		5. APPEALS DKT. DEF. NUMBER	
7. IN CASE/MATTER OF (Case Name) United States of America v. Scott		8. PAYMENT CATEGORY Other representation required or authorized by the CJA (including...		9. TYPE PERSON REPRESENTED Adult Defendant	
				10. REPRESENTATION TYPE Other Types (e.g., line ups, consultants, prisoner transfer, etc.)	
11. OFFENSE(S) CHARGED (Cite U.S. Code, Title & Section) <i>If more than one offense, list (up to five) major offenses charged, according to severity of offense</i>					
12. ATTORNEY'S NAME (First Name, M.I., Last Name, including any suffix) AND MAILING ADDRESS Sanford Plotkin - Bar Number: P38691 12355 Whittaker Rd. Milan, MI 48160 Phone: 248-798-5756			13. COURT ORDER <input type="checkbox"/> O Appointing Counsel <input type="checkbox"/> C Co-Counsel <input checked="" type="checkbox"/> F Subs For Federal Defender <input type="checkbox"/> R Subs For Retained Attorney <input type="checkbox"/> P Subs For Panel Attorney <input type="checkbox"/> Y Standby Counsel Prior Attorney's Name: _____ Appointment Dates: _____ Because the above-named person represented has testified under oath or has otherwise satisfied this Court that he or she (1) is financially unable to employ counsel and (2) does not wish to waive counsel, and because the interests of justice so require, the attorney whose name appears in Item 12 is appointed to represent this person in this case, OR Other (See Instructions) _____ Curtis Ivy S _____ Signature of Presiding Judge or By Order of the Court 12/11/2024 _____ Date of Order Nunc Pro Tunc Date Repayment or partial repayment ordered from the person represented for this service at time appointment. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
14. NAME AND MAILING ADDRESS OF LAW FIRM (Only provide per instructions) Sanford Plotkin - TIN: XX-XXXXXXX 12355 Whittaker Rd. Milan, MI 48160 Phone: 248-798-5756					

CLAIM FOR SERVICES AND EXPENSES				FOR COURT USE ONLY		
CATEGORIES (Attach itemization of services with dates)		HOURS CLAIMED	TOTAL AMOUNT CLAIMED	MATH TECH. ADJUSTED HOURS	MATH TECH. ADJUSTED AMOUNT	ADDITIONAL REVIEW
In Court	a. Arraignment and/or Plea					
	b. Bail and Detention Hearings					
	c. Motion Hearings					
	d. Trial					
	e. Sentencing Hearings					
	f. Revocation Hearings					
	g. Appeals Court					
	h. Other (Specify on additional sheets)	0.50	\$86.00			
(RATE PER HOUR = \$ 172.00) TOTALS		0.50	\$86.00			
Out of Court	a. Interviews and Conferences	0.50	\$86.00			
	b. Obtaining and reviewing records	0.50	\$86.00			
	c. Legal research and brief writing					
	d. Travel time	2.00	\$344.00			
	e. Investigative and other work (Specify on additional sheets)					
(RATE PER HOUR = \$ 172.00) TOTALS		3.00	\$516.00			
17.	Travel Expenses (lodging, parking, meals, mileage, etc)		\$100.50			
18.	Other Expenses (other than expert, transcripts, etc)					
GRAND TOTALS (CLAIMED AND ADJUSTED)				\$702.50		
19. CERTIFICATION OF ATTORNEY/PAYEE FOR THE PERIOD OF SERVICE FROM: 12/11/2024 TO: 12/11/2024			20. APPOINTMENT TERMINATION DATE IF OTHER THAN CASE COMPLETION		21. CASE DISPOSITION	
22. CLAIM STATUS <input checked="" type="checkbox"/> Final Payment <input type="checkbox"/> Interim Payment Number 0 <input type="checkbox"/> Supplemental Payment <input type="checkbox"/> Withholding Payment (---) (---) Have you previously applied to the court for compensation and/or reimbursement for this case? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, were you paid? <input type="checkbox"/> Yes <input type="checkbox"/> No Other than from the Court, have you, or to your knowledge has anyone else, received payment (compensation or anything of value) from any other source in connection with this representation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, give details on additional sheets I swear or affirm the truth or correctness of the above statements. Signature of Attorney Sanford Plotkin /S/ Date 12/17/2024						
APPROVED FOR PAYMENT - COURT USE ONLY						
23. IN COURT COMP.	24. OUT OF COURT COMP.	25. TRAVEL EXPENSES	26. OTHER EXPENSES	27. TOTAL AMT. APPR. CERT.		
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
28. SIGNATURE OF THE PRESIDING JUDGE X			DATE 12/18/24		28a. JUDGE CODE	
29. IN COURT COMP.	30. OUT OF THE COURT COMP.	31. TRAVEL EXPENSES	32. OTHER EXPENSES	33. TOTAL AMT. APPROVED		
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
34. SIGNATURE OF THE CHIEF JUDGE, COURT OF APPEALS (OR DELEGATE) Payment approved in excess of the statutory threshold amount			DATE		34a. JUDGE CODE CERTIFIED AMT.	

CJA 20 APPOINTMENT OF AND AUTHORITY TO PAY COURT-APPOINTED COUNSEL

1. CIR. DIST. DIV. CODE 0645		2. PERSON REPRESENTED Kasandra McGill		VOUCHER NUMBER 0645.1827268		
3. MAG. DKT./DEF. NUMBER		4. DIST. DKT./DEF. NUMBER		5. APPEALS DKT./DEF. NUMBER		
6. OTHER DKT. NUMBER 4:24-MS-51112-1-CI		7. IN CASE MATTER OF (Case Name) In Re: Grand Jury Witness		8. PAYMENT CATEGORY Other representation required or authorized by the CJA (including,		
9. TYPE PERSON REPRESENTED Other		10. REPRESENTATION TYPE Witnesses (Grand Jury, a Court, the Congress, a Federal Agency, et				
11. OFFENSE(S) CHARGED (Cite U.S. Code, Title & Section) If more than one offense, list (up to five) major offenses charged, according to severity of offense						
12. ATTORNEY'S NAME (First Name, M. I., Last Name, including any suffix) AND MAILING ADDRESS Elias Escobedo - Bar Number: 37808 995 W. Huron Waterford, MI 48328 Phone: 248-682-8400 Fax: 248-682-6212			13. COURT ORDER <input type="checkbox"/> O Appointing Counsel <input type="checkbox"/> C Co-Counsel <input checked="" type="checkbox"/> F Subs For Federal Defender <input type="checkbox"/> R Subs For Retained Attorney <input type="checkbox"/> P Subs For Panel Attorney <input type="checkbox"/> Y Standby Counsel Prior Attorney's Name: _____ Appointment Dates: _____ Because the above-named person represented has testified under oath or has otherwise satisfied this Court that he or she (1) is financially unable to employ counsel, and (2) does not wish to waive counsel, and because the interests of justice so require, the attorney whose name appears in Item 12 is appointed to represent this person in this case. OR Other (See Instructions) _____ Curtis Ivy /S/ _____ Signature of Presiding Judge or By Order of the Court 9/26/2024 Date of Order Nunc Pro Tunc Date Repayment or partial repayment ordered from the person represented for this service at time appointment. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
14. NAME AND MAILING ADDRESS OF LAW FIRM (Only provide per instructions) Elias J. Escobedo, Jr. PLLC - TIN: XX-XXXXXXX 995 W. Huron Waterford, MI 48328 Phone: 248-682-8400 Fax: 248-682-6212						
CLAIM FOR SERVICES AND EXPENSES			FOR COURT USE ONLY			
CATEGORIES (Attach itemization of services with dates)		HOURS CLAIMED	TOTAL AMOUNT CLAIMED	MATH TECH. ADJUSTED HOURS	MATH TECH. ADJUSTED AMOUNT	ADDITIONAL REVIEW
In Court	a. Arraignment and/or Plea					
	b. Bail and Detention Hearings					
	c. Motion Hearings					
	d. Trial					
	e. Sentencing Hearings					
	f. Revocation Hearings					
	g. Appeals Court					
	h. Other (Specify on additional sheets)					
(RATE PER HOUR = \$ 0.00) TOTALS						
Out of Court	a. Interviews and Conferences	4.00	\$688.00			
	b. Obtaining and reviewing records	0.60	\$103.20			
	c. Legal research and brief writing					
	d. Travel time	1.40	\$240.80			
	e. Investigative and other work (Specify on additional sheets)	4.60	\$781.20			
	(RATE PER HOUR = \$ 172.00) TOTALS	10.60	\$1,823.20			
17. Travel Expenses (lodging, parking, meals, mileage, etc)		\$50.25				
18. Other Expenses (other than expert, transcripts, etc)						
GRAND TOTALS (CLAIMED AND ADJUSTED)			\$1,873.45			
19. CERTIFICATION OF ATTORNEY/PAYEE FOR THE PERIOD OF SERVICE FROM: 9/26/2024 TO: 11/6/2024			20. APPOINTMENT TERMINATION DATE IF OTHER THAN CASE COMPLETION		21. CASE DISPOSITION	
22. CLAIM STATUS <input checked="" type="checkbox"/> Final Payment <input type="checkbox"/> Interim Payment Number 0 <input type="checkbox"/> Supplemental Payment <input type="checkbox"/> Withholding Payment (---) (---) Have you previously applied to the court for compensation and/or reimbursement for this case? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, were you paid? <input type="checkbox"/> Yes <input type="checkbox"/> No Other than from the Court, have you or to your knowledge has anyone else, received payment (compensation or anything of value) from any other source in connection with this representation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, give details on additional sheets I swear or affirm the truth or correctness of the above statements. Signature of Attorney Elias Escobedo /S/ Date 12/12/2024						
APPROVED FOR PAYMENT - COURT USE ONLY						
23. IN COURT COMP. \$0.00	24. OUT OF COURT COMP. \$0.00	25. TRAVEL EXPENSES \$0.00	26. OTHER EXPENSES \$0.00	27. TOTAL AMT. APPR./CERT. \$0.00		
28. SIGNATURE OF THE PRESIDING JUDGE 			DATE 12/18/24	28a. JUDGE CODE		
29. IN COURT COMP. \$0.00	30. OUT OF THE COURT COMP. \$0.00	31. TRAVEL EXPENSES \$0.00	32. OTHER EXPENSES \$0.00	33. TOTAL AMT. APPROVED \$0.00		
34. SIGNATURE OF THE CHIEF JUDGE, COURT OF APPEALS (OR DELEGATE) Payment approved in excess of the statutory threshold amount			DATE	34a. JUDGE CODE	CERTIFIED AMT.	